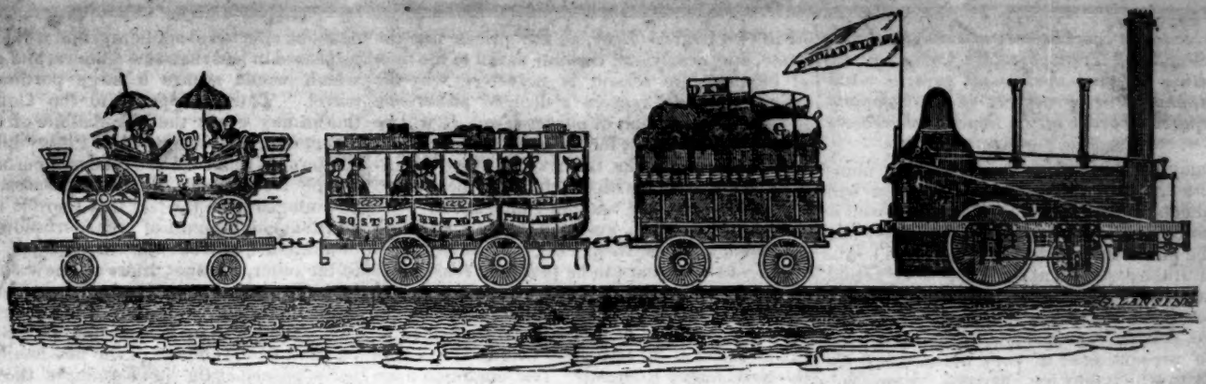

AMERICAN RAILROAD JOURNAL,
AND ADVOCATE OF INTERNAL IMPROVEMENTS.

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AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, JUNE 29, 1833.

NEW-YORK AND ERIE RAILROAD.—In our last we called the attention of our readers to the above subject, as to one of much importance to this city,—and with the same view, we have again devoted a large space to the same purpose.

The extract of a letter relative to the intention of our neighbors to "tap" the State of New-York at Owego, published last week, must necessarily awaken those interested in the early construction of the New-York and Erie Railroad to the importance of immediate action—unless they are willing to see a large share of the business of New-York diverted to Philadelphia and Baltimore, whose citizens are actively alive to whatever tends to promote their own and the general prosperity. We shall find that, whilst we are contemplating, unmoved, their success and enterprize, the vaunted superiority of *our Internal Improvements* will prove so *only* in imagination.

Of the immense advantages derived by those in the vicinity of the Erie Canal, it is unnecessary to speak—they are well understood by all.

May not those, then, living remote from it, and in a great measure beyond its favorable influence, after having contributed to its early success, and waited patiently until it has nearly paid for itself, with great propriety claim their right to have an improved mode of conveyance for the produce of their soil to market? May they not claim equal—they ask no more—privileges with their northern neighbors, on, and near the lines of 500 miles of Canal? If they are entitled to equal privileges, then may they not call upon the *State* to construct a Railroad for them? This, however, they do not claim: although they would like to have the State take a part of the Stock. They do ask, however, the privilege of constructing a Railroad for themselves: with which view they propose to open books, in a few days, to receive Subscriptions to the Stock, and therefore we lay before our readers an outline of the country, with a delineation of the principal lines of communication between the Atlantic and the Western Waters. Accompanying it will also be found some suggestions relative to the plan proposed to be adopted in its construction.

We have had some doubts, heretofore, as to the most judicious mode of constructing the *first* track of this road—but, from recent accounts of the success of the cheap mode of constructing the South Carolina Railroad, we hesitate not to say that we are decidedly in favor of constructing a single track, with suitable turn-outs, of wood. By adopting this mode, a road may be built that will last many years, at about 6 or $7000 per mile, which will accommodate the present necessities of the inhabitants, and enable the Company hereafter to construct a *permanent* road at about two-thirds of the present cost, and with such improvements as may be introduced in the mode of construction. Such a road can be completed at a much earlier period than one constructed of heavy materials—a consideration of much importance to those who are most interested in its construction; and, upon it may be used either horse or steam power, as may be deemed most expedient.

That steam power may be used with great advantage, we have good evidence in the experiments made upon the South Carolina Railroad, which, when completed, will have cost, including 18 locomotives, 108 freight and 12 passenger cars, not exceeding $7200 per mile, and upon which the distance of 140 miles per day is now performed with great ease, with both freight and passengers. May we not, then, construct a road for the same, or a less cost, which will give us a ready access to the interior, and at the same time afford to the inhabitants of a large section of the State an easy and cheap mode of sending to market at *all seasons* of the year? The experiment is at least worth making, and we are fully convinced that an investment in such a road will be found both profitable and patriotic.

NEW-YORK AND ALBANY RAILROAD.—We have before us a pamphlet containing a mass of facts, showing the feasibility and importance of this Railroad. Our columns, however, were occupied with other matter before it came to hand—so much so, indeed, that we have barely space to acknowledge its receipt, and say that it will receive proper attention in our next. We would, however, call attention to the advertisement in some of the daily papers, relative to the opening of the books of subscription in this city, Dutchess County, and Albany, on the — of July.

We have been politely furnished with late Reports of the Boards of Directors of the *Boston and Providence* and *South Carolina Railroad Companies*, both of which will receive an early notice.

An apology is due from us for having so long delayed Mr. Bulkley's communication in reply to Mr. Boyden, upon the subject of the Guard Rail; it will, however, we trust, be found in the long documents which have so entirely preoccupied our columns for several weeks past, and of which we have others still on hand. We shall give it a place at as early a period as possible.

BROOKLYN AND JAMAICA RAILROAD.—We are happy to learn that this road is about to be commenced, and completed with all possible despatch, probably by the first of June 1834. The stock has been all subscribed, and four routes surveyed, by Mr. Douglass. The whole cost of the road is estimated at about $110,000 for a single track—distance from Brooklyn to Jamaica, between 11 and 12 miles. The company are compelled by their charter to purchase the turnpike stock, which, with various repairs, will amount to $50,000, making in the whole $160,000. It is in contemplation to make a branch from Jamaica to the great Marine Pavilion now erecting at Rockaway, one of the most pleasant places for sea-bathing in the country. When these improvements shall be completed, the line from Brooklyn to Jamaica, and to Rockaway, will be ornamented with numerous cottages and mansions. Long Island is well calculated for pleasant residences in hot weather, on account of the sea-breezes, the comforts of which may be experienced at almost any time or hour of the day.—[Hempstead (L. I.) Inquirer.]

Circular to the Stockholders of the New-Jersey Railroad and Transportation Company, exhibiting the past operations, present situation, and future prospects of the Company. Prepared by order of the Board of Directors.

[Continued from page 387.]

It may be objected to the calculation above submitted, that Railroads cannot compete with steamboats, where there is a water as well as land communication. Although there may possibly be places so situated as to render it doubtful, until the experiment shall have been actually made, whether Railroads can successfully compete with steamboats, still the Committee believe, that no reasonable doubt can be raised in the present case to vary unfavorably the results to which they have arrived. Few roads can so well compete with steamboats as this. In the first place, the road is graded nearly to a level, twenty-six feet to the mile being the highest elevation allowed; while much the largest portion of the road does not rise even to this grade. In the next place, the road is principally composed of straight lines, there being but two curves on the whole route, of a less radius than 1000 feet, and these not difficult: consequently there can be no obstacle in the way of using steam engines as the moving power on the road, or of travelling at the fastest rate, that experience has shown to be safe on Railroads that are straight, and nearly level. Even the Camden and Amboy road, excellent as that work undoubtedly is, has curves and an elevation to overcome which are inconvenient. From the nature of the ground near South Amboy, an elevation of 45 feet to the mile, and frequent curves for some miles, were inevitable. The distance between Newark and New-York by water is 27 miles, requiring at least two hours for each trip of a good boat. By land the distance is less than 8 miles, and can be passed on the Railroad in from 20 to 30 minutes; the stages require at least an hour to perform the passage. The prices by the Railroad being less than by stages, and about the same as by the steamboat, there can be no doubt which mode of transportation will receive the public patronage. In the transportation of light merchandize between the places last named, the Railroad will successfully compete with the steamboat and sloops, as common waggons are now preferred to the boats for carrying many articles. As the price of transportation can be greatly reduced below the actual cost of transportation on waggons, it follows that the Railroad Company will carry the light merchandize, and much of the heavier kinds.

The Railroad has a decided advantage over the steamboat plying between New-York and Elizabethtown Point. The Railroad is located through the town of Elizabeth, while the steamboat must stop at the Point, which is about two miles from the town. Passengers for New-York must be transported that distance in stages before they reach the boat, over a road which for a considerable part of the year is bad. It requires at least an hour and a half for the passage from Elizabethtown to New-York by stages and the steamboat, and frequently much longer, while passengers may for the same price, by the Railroad, be landed in New-York in less than an hour. From this view of the subject, it would appear to be perfectly reasonable to calculate upon carrying all the passengers from and to Elizabethtown, instead of one half, as has been estimated.

No competition with the Railroad from any other mode of conveyance between New-York and Rahway need be apprehended. The calculation of the income to the road from New Brunswick is based upon the supposition that the railroad will carry half of the passengers and one-fourth of the merchandize. The point however is not conceded, that steamboats and sloops will carry the passengers or merchandize even in that proportion. It requires from three and a half to four hours for the passage of a good boat, between New-York and New-Brunswick. On the Railroad the passage may be effected in an hour and a half, and will always be performed in two hours. Now, as the prices are the same, and nearly half the time saved to the man of business, no reason is perceived why the railroad will not receive a decided preference in the transportation of passengers. It will be recollected too, that, for a considerable portion of the winter months, the river at New-Brunswick is obstructed with ice, during which period the Railroad will be without competition.

If the railroad can successfully compete with the boats between New-York and New-Brunswick, and it appears to be perfectly reasonable to conclude that it can, it follows as a necessary consequence, that a considerable portion of the travelling between New-York and Philadelphia, not included in the foregoing estimate, will take the New-Jersey Railroad. The condition upon which the privileges conferred on the Camden and Amboy Railroad, in the supplement to their charter, passed in 1832, is, that they shall have a branch of their road completed from the city of New-Brunswick to some point on their line, at or west of Spotswood, as soon as the New-Jersey Railroad shall be built to New-Brunswick. Should the Camden and Amboy Railroad Company neglect to construct this branch at the time specified, they would unquestionably forfeit the exclusive privileges conferred by the supplement: consequently, whenever the New-Jersey Railroad shall be completed to New-Brunswick, the line of communication by land on railroads will be extended from New-York to Bordentown, if not to Camden. The time required to run the boat between New-York and Amboy is about two hours, and frequently more; while the longest time required by the railroad to run to New-Brunswick will never exceed two hours. It will not require so long a time to pass from New-Brunswick to Spotswood on the branch, as from Amboy to that place on the main line, the distance being about four miles shorter, and the elevation and many of the worst curves on that road, near Amboy, will thereby be avoided. As no higher prices will be charged to passengers by way of New-Brunswick, than by way of Amboy, no reason can be assigned why this railroad will not receive a full share of the travellers and business between the great cities. Should a portion of the travelling between New-York and Philadelphia be carried on this road, the other line of communication will still continue to be well supported. There is, at this time, business enough between the cities just named to sustain two lines of conveyance. And whenever a fair competition exists, and the prices of transportation are brought down to their lowest reasonable rate, the increase of business more than compensates for the loss to either line, by dividing the business. It is true that the Camden and Amboy Railroad Company may charge $2 50 on every passenger on their road from Camden to New-Brunswick, and thus prevent the joint use of their road west of Spotswood, still it does not follow that because power is vested in the hands of fair and honorable men, that it will therefore be abused. But take the worst state of the case for this road: suppose the Camden and Amboy Railroad Company should exact the whole amount allowed by law for each passenger, a case which the Committee believe will never occur, what will be the result to them and to us? It has been shown that the distance between New-York and New-Brunswick can be passed in an hour and a half. The Philadelphia and Trenton Railroad will be completed as soon as, or before, the New-Jersey Railroad can be finished to New-Brunswick, and can always be passed in an hour and a half. There will then remain but twenty-six miles of common turnpike road to pass, in the whole line from New-York to Philadelphia, and a good line of stages will run over this space in from two and a half to three hours. Should the road be properly improved, so as to adapt it to the uses of a thoroughfare communication, as it undoubtedly will, if it becomes necessary, it could be passed at any season of the year in from two and a half to three hours. Thus the entire passage between the two great cities could be effected in six hours, and would always be passed in less than seven hours, and at prices which would secure a large portion of the travel. Thus it appears to the Committee, that in any event the calculations of carrying a part of the New-York and Philadelphia passengers on this road are rendered certain.

The New-Jersey Railroad possesses great advantages from the fact that there is not only an immense amount of transportation passing in a direct line from one extremity of the road to the other, but that there are new sources of revenue springing up on the whole line of the road. The Somerville Railroad will intersect this road at or south of Elizabethtown. By a supplement to the charter of the last-named Company, passed at the last session of the Legislature, their road was extended from Somerville to Easton and Belvidere. From surveys already made for the Susquehannah and Delaware Railroad Company, by Major Beach, it appears that their road may be constructed along the west shore of the Delaware, from Easton or Belvidere, to the Water Gap, and thence across the country to Pittston, on the Susquehannah, the Lackawana Coal region, at an expense which would have justified the undertaking, even before the New-Jersey Railroad was chartered, or the Somerville Railroad extended to the Delaware. It is the opinion of competent judges, that no better route could be selected for the line of a road extending from New-York to Lake Erie, than that of the road just named, with a proper extension from Pittston to some suitable point on the Lake. It is not necessary at this time to decide whether such extension will ever be made, in order to show the immense advantages that will result to the New-Jersey Railroad, from the business that may be done on the Somerville and the Susquehannah and Delaware roads, or even on the Somerville road alone. This last road runs through a rich agricultural country, the produce and business of which, in the opinion of persons acquainted with the subject, would yield an ample revenue to the road, independent of the business that would meet it at the Delaware. It is believed that coal might be transported on this road, so as to compete successfully with other modes of transportation. As the Somerville Railroad will intersect the New-Jersey Railroad at least thirteen, and probably eighteen or twenty miles from Jersey City, it follows that the latter will be greatly benefitted by the construction of the former road. The only question that remains is, whether the Somerville road will be made. If entire feasibility and a reasonable prospect of profit can furnish sufficient inducements, it certainly will.

There is another advantage possessed by the New-Jersey Railroad and Transportation Company, of which few other Companies can boast. Their road is located through a region of country teeming with an agricultural, mechanical, and manufacturing population. The towns through and in the neighborhood of which it passes, as well as the interior of the country depending upon it, are increasing in population and business with astonishing rapidity. In 1820, the population of Newark was 6,507; in 1830, 10,953; and it unquestionably is, at this time, 15,000. The mechanical and manufacturing business of this place has more than kept pace with its population. The manufactured articles made in this town, for exportation, amount, according to the opinion of those engaged in manufacturing, to $3,000,000 annually, and are principally transported to New-York on common waggons. It is believed, in Newark, that the manufacturing business of the town has doubled in five years, and there is every reason to anticipate, that the same ratio of increase to the business and population of the town, which has been witnessed during the last five or ten years, will continue for the future. Some evidence of the rapid growth of Newark is furnished by the per centage received on the business of his office by the Post Master of that place for some years past. From 1824 to 1829, his average receipts per annum

were $871, while from 1829 to 1833 they were $1317, and during the last year, $1591. But a stronger proof still is furnished by comparing the number of passengers carried between that place and New-York a few years ago, and the number that pass at this time. The only public accommodation for travellers seven or eight years ago were four or five small two-horse stages, owned and driven by colored men, not carrying more than seventy or eighty passengers a day. Now there are eight large four-horse coaches in the winter, and ten in the summer, making two trips a day, and carrying about two hundred passengers each way daily. The great increase of travelling may be owing, in some measure, to the greater frequency, certainty, and comfort, afforded to travellers by the coaches put upon the road by the Messrs. Stevens and Mr. Colden. If increased facilities for communication between Newark and New-York are furnished, it is believed that the business will be proportionably augmented. The proximity of this town to New-York, enabling the manufacturer to avail himself of all the advantages of buying and selling at the head of the market, and also affording facilities to the merchant from distant parts of the country trading in New-York, to visit the manufacturing establishments in Newark, without interfering with his daily avocations while in the city, will present sufficient inducements to men of business to travel this road frequently.

Much that has been said of Newark will also apply to Elizabethtown, Rahway, and New-Brunswick. They are all flourishing towns, rapidly increasing in population and business, and will constantly augment the income of this road.

The populous counties of Essex, Morris and Warren, and parts of Sussex, Hunterdon and Somerset, lie west of the line of this road, and find an outlet to the city of New-York for their surplus productions over some part of it. They are already studded with flourishing villages and manufacturing establishments; and possessing great agricultural and mineral wealth, and immense water power, they will constantly add to the revenue of the work.

The Committee cannot conclude without presenting another view of this subject. They consider this work as one of immense national importance. There is a line of inland communication by Railroads in a course of construction, from the city of Boston, over a great portion of the line, to the city of Washington; and there can be no doubt that when the advantages of an easy, safe, and vastly accelerated mode of transportation by land shall be established on extensive portions of this line, that national pride, or at least considerations of mutual interest, will induce all who are concerned to unite in perfecting the whole line by the best practicable route. Nor should it be forgotten that in the construction of any link in this great chain, it is destined to be extended through the Southern States, and finally to New-Orleans. The Baltimore and Ohio Railroad is calculated to connect the great Western Valley with the Atlantic States, and thus extend the benefits of these improvements throughout the country. For the transportation of the mail, and the carrying of passengers, no means yet discovered can be compared to Railroads. Their permanency during all seasons of the year, while other channels of communication are liable to frequent obstruction, and the certainty with which travellers can calculate on passing from place to place, will secure to them an unfailing succession of business. Nothing can tend more to perpetuate our inestimable Union than to bring the people of distant States frequently together, by means of improved channels of communication. In time of peace, such an improvement as this company is engaged in constructing is of great importance to the community: in time of war, its value would be absolutely incalculable. By means of such a road running through the several States, a much smaller body of men could guard a more extended frontier or coast, as upon a threatened attack the whole force could be precipitated upon any point with incredible velocity, and thus prevent the disasters of invasion, or effect the objects of attack.

In conclusion, the Committee respectfully urge upon the Company the importance of carrying forward the enterprize they have in hand, with the utmost despatch that a careful and prudent expenditure of their means will admit. The prospect of a certain and speedy return for funds invested in such a work is a sufficient incentive to the capitalists to go forward. If other inducements were wanted, they are found in the vast benefits to be conferred on the State through which the road is located, and the nation at large.

JOHN S. DARCY,
THOMAS SALTER,
A. W. COREY,
} Committee.

Considerations on the subject of the New-York and Erie Railroad.

The attention of the public and of the legislature has for several years been directed to the subject of opening a state road, or other medium of communication, direct from this city to Lake Erie, through the southern counties of this state.

The importance of such an avenue to a large portion of the state, and to the trade and intercourse between this city and the western country, especially in the winter months, has long been felt; the subject has been repeatedly presented to the legislature in executive messages, and surveys and estimates for a public road over the whole distance were made, by the direction of that body, at the expense of the state, nearly ten years ago.

Since that period every succeeding year has added to the force of all the considerations in favor of such a thoroughfare; the population, trade, and wealth of this city, and of this and the western states, and the intercourse between this port and the region of the Lakes, have been vastly augmented; and the necessity of greater facilities for constant and rapid communication throughout the whole year have become more and more evident, especially since the means of such communication have been in progress on several more southerly routes, between the waters of the Atlantic and the Ohio river.

In April, 1832, the legislature, of this state, chartered the "New-York and Erie Railroad Company," for the purpose of constructing a railway from this city to Lake Erie, through the southern counties of this state.

The route prescribed in the charter of this company connects this city with the remote interior, the eastern with the western states, and the Atlantic with the Lakes, by the most direct and shortest practicable line attainable from any point; the whole distance being but little greater than that from Albany to Buffalo. Of this distance about one hundred and fifty miles are adjacent to the Delaware, Susquehanna and Tioga rivers; beyond which the route crosses the waters of the Genesee, the Allegany, and several less important streams. It likewise intersects the Delaware and Hudson canal, and passes near the southern termination of the Chemung canal, the Chenango canal now about to be constructed, and the Ithaca and Owego railroad, and terminates on a portion of Lake Erie which is liable to little obstruction from ice, and from which communications, now open and in progress to the Ohio river, and to all the western states, are easily accessible.

Generally, the face of the country to be traversed is favorable to the object. Unlike the more southerly routes from the Atlantic to the west, there are on this no extensive ranges of mountains to be crossed, nor any formidable elevations to be overcome.

From a point a few miles west from Hudson river, a valley through the Highlands affords an easy progress into Orange county, within which country no considerable impediments occur. The passage through Sullivan and Delaware counties will be more difficult. From the Susquehanna westward, the route for about 120 miles is nearly level; and thence to the Lakes no discouraging obstacles exist.

As a whole, the line prescribed presents many advantages for the construction of a railroad; those portions of it especially which are most uneven abound with the necessary materials of stone and timber.

From the preceding observations, it will be apparent that the proposed railway will furnish the shortest and cheapest medium of communication with this city, from an immense extent of country on its right and left, and from the regions beyond its western limit.

It is distant from any other eligible route, on either side, for travel or transport to the Lakes or to the Ohio river. It will afford the readiest passage to this city from the whole of the western portion of this state—from Cincinnati and Pittsburg, by steamboat on the Ohio and Allegany rivers, and from the western states by the Lakes, the Ohio and Indiana canals, and over land.

A glance at the map will at once indicate the importance of the route to this city, to the country through which it passes, and to the states and territories of the west. Its importance to this city is too obvious to need any illustration. It passes through a country remarkable for its healthfulness, and adapted to the support of a dense population; but as yet favored with no eligible means of transporting its products to market. As a medium of communication with the western states, both in summer and winter, it can have no rival.

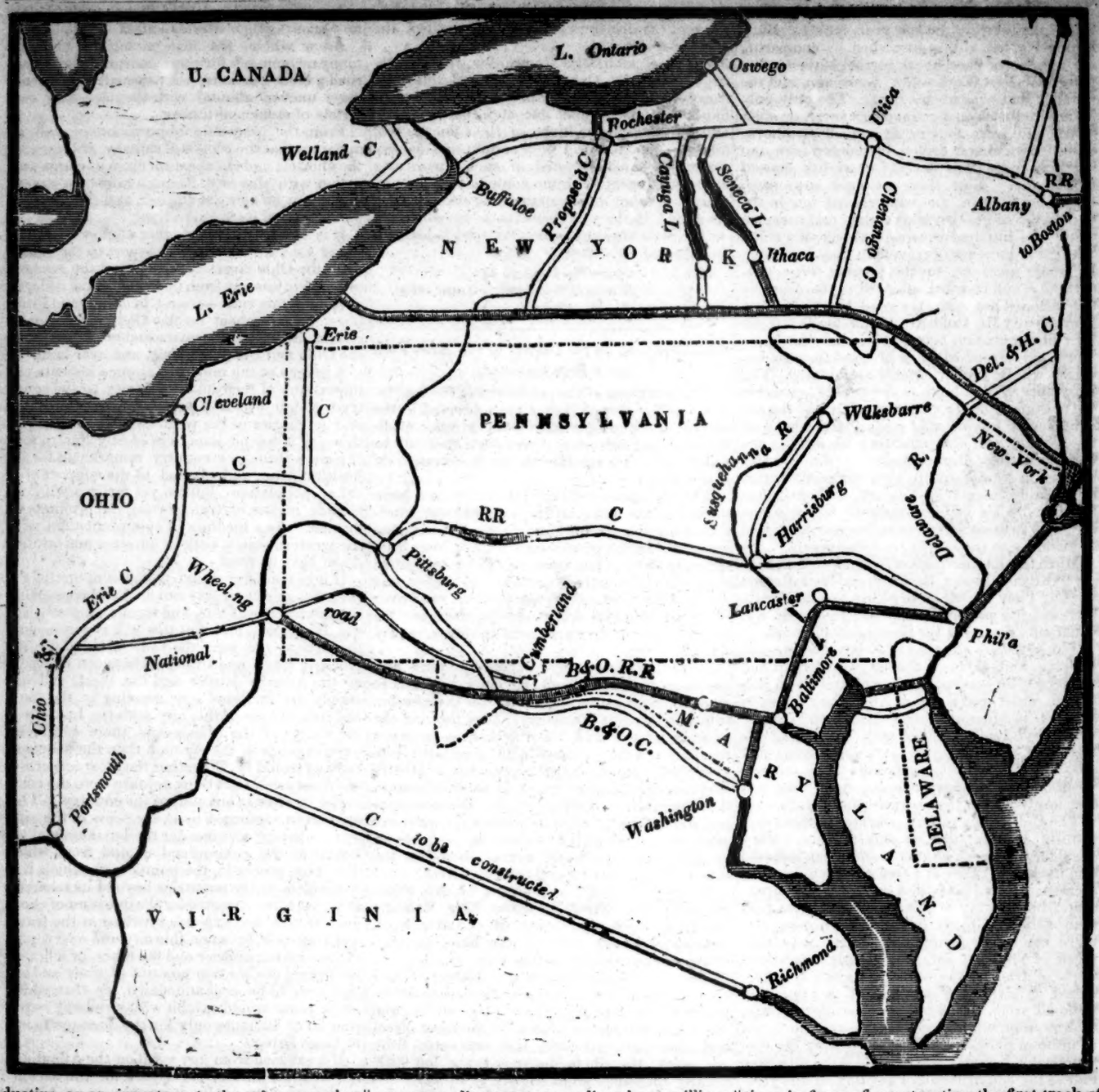
If it be considered that, from the nature of the country, no other route can be found possessing the advantages of this, and terminating south of the Highlands, and that this will accommodate throughout the year the vast and rapidly increasing travel and transport between this part of the Atlantic border and the west, and will supply the facilities now wanting to the trade and intercourse of this city with the Lakes and the valley of the Mississippi, there can be no extravagance in the opinion that the proposed railway would be altogether the most important and most productive thoroughfare from the coast to the interior in any part of the country. This opinion is confirmed by every view of the subject: whether we consider the business and relations of the commercial capital from which the route proceeds, the points with which it is connected, or the countries beyond its termination; whether we consider the question of economy of time and expense involved in the travel and transport between this city and every part of the western interior and the lakes, or whether we regard the present amount of trade and intercourse to be accommodated, or that which a few years would exhibit with a railway requiring 30 or 40 hours only for the passage hence to Lake Erie.

If a railroad from any point on the Atlantic to the western interior is required for the accommodation of the public, it would seem to be sufficiently apparent that this will have advantages which must give it a precedence over any other.

But however obvious, unquestionable, and immense may be the advantages and benefits of such a thoroughfare to the public, it is necessary to consider whether it would, at the same time, be advantageous to its proprietors—whether it would constitute a safe and productive investment.

There need be no hesitation in saying, that if any similar work from any other point on tide water to the west is safe and desirable to the stockholders, this would assuredly prove so: and if events hitherto have, as is known to be the case, fully justified the confidence in which some similar works were undertaken several years ago, particularly that of the Baltimore and Ohio Railroad, there can be no temerity in undertaking the work now under consideration.

But, though the object in view cannot be of greater moment to any other city than to this; and though every consideration in favor of such a route bears with at least as much force upon this community as upon any other; and notwithstanding that the necessary expenditure may be even more certain to be safe and pro-



ductive as an investment, than in any other similar work: still there may be a doubt, whether so large an expenditure per mile at the onset, as has taken place in some works of this nature, can be immediately productive on a route of such extent as that now proposed.

It therefore seems necessary, before subscriptions to the stock of this company are solicited, to consider in what manner the work may be undertaken, and the capital first subscribed be laid out, so as to insure the highest degree of safety and advantage to the stockholders.

Railroads are constructed either for the use of steam or of animal power. The cost of a road for steam power must, unavoidably, be far greater, even on a level route, than is required for the use of animals; and on a route presenting numerous though moderate inequalities of surface, may be as three or four to one. This difference arises from the necessity of far greater strength and solidity in the one case than in the other, and of approximating more nearly to a level, by excavations and embankments.

Could a single railway of sufficient strength and solidity be constructed on this route, in such a manner as to be used with advantage and economy by animal power, for an aggregate expenditure not exceeding three millions of dollars, no one perhaps would for a moment doubt of the safety or productiveness of the investment. Such a railway, it is believed, can be constructed from the Hudson to Lake Erie, at a less cost than the sum mentioned, and so as to secure the great natural and commercial advantages of the route.

A railway on the plan now intimated, would open the desired communication between this city and the western interior; would furnish facilities for travel and transport, especially in the winter, incalculably superior to any which now exist; would be adequate to the wants of the public, at least for a period, and would be of great value in relation to the construction of additional tracks, whether for the use of horses or of steam, whenever it became expedient to lay them.

Proceeding, therefore, on the admitted and obvious importance of opening such a communication, and waiving, as unnecessary, any attempt to estimate the probable amount of travel and transportation on this route, its advantages to the trade of this city, or the minor benefits to the citizens, of fuel, and other articles of consumption to be conveyed on it, especially in the winter season, some considerations in favor of constructing the first track of the proposed railway, on a scale proper for the use of animal power only, will here be briefly presented.

The charter, it is to be observed, requires that a singe track of railway shall be completed and used throughout the whole distance, before any portion of a second track shall be laid.

In order to realize the peculiar advantages of a road for steam, the travel and transport ought to be not only very great, but to be nearly uniform in amount from week to week throughout the year; otherwise the preparations and power occasionally required would constitute an excess for the rest of the time; and the expenses of attendance and preparation necessary in the most busy periods would be out of proportion, and occasion loss at other seasons. Whereas, with horses and carriages, furnished by those occupying the road, no such disadvantages would occur.

It is doubtless true, that on railways designed for the use of steam, heavier loads may be drawn, and greater speed attained, than on those for animal power. But it is to be considered that a railway for horses on the route in view would be as much superior, in both these respects, to any existing or probable means o

communication, as steam is in any respect to animal power.

It is understood to be the opinion of some engineers, that such a use of horses by the inhabitants, on a railroad, as is here intimated, would be attended by many difficulties; others, however, do not deem such use liable to very great objections, provided the turnouts are sufficiently frequent, and occur at the proper points.

In view of the preceding considerations, and of the relations and advantages of the route, the most entire confidence is entertained that the stock of a railroad of the description proposed would be both safe and productive.

It is believed that a railway of adequate strength for animal power, constructed with timber properly supported on stone where convenient or necessary, and on posts where the nature of the ground, inequalities of surface below the required level, or other circumstances, might render such supports expedient, and conformed to the natural surface of the route without extravagant expense for grading, may be completed for about $5000 to $3000 per mile on an average of the whole distance; and that a single track may be constructed over the most difficult portion of the route, from the western shore of the Hudson river to the great bend of the Susquehanna, for about one million of dollars.

A railway on this plan would, without material detriment to its objects, admit of greater deviations from a level than would be compatible with the use of steam. Railways for animal power afford the same comparative advantages over common roads on ascending as on level lines. The expense of additional horses kept for the purpose, whenever such elevations occurred as to require them, would be trifling compared with that which must be incurred at such points for the maintenance of stationary steam power.

By constructing such a road to the Susquehanna, a portion of the route would be opened which is most certain to be fully occupied, and always to require a road of that description; a vast object would be accomplished for this city; the interests of stockholders would be secured, and in the further prosecution of the route through the valleys of the Susquehanna and Chemung rivers, the same or a different plan might be pursued as might then appear most expedient.

Some reference has been made to the avenues already opened or in progress, for connecting the western interior with the Atlantic coast, and forming new and adequate channels of trade and intercourse.

Among these, the canals and railways connecting Philadelphia with Pittsburg, Erie, and the upper waters of the Susquehanna; the railway from Baltimore to the Ohio river, now far advanced; the canal from Washington to Pittsburg, also considerably advanced; and the canal about to be commenced from Richmond to the Ohio: are the most conspicuous.

A glance at the accompanying map will indicate, with respect to this city, the bearings of these several works. Their relations to the cities from which they respectfully proceed, is to be judged of, not merely by their localities, but by the noble enterprise and public spirit which they have excited, and the vast expense encountered in their construction. They have been undertaken with enlarged and generous views, and with an ardor of resolution and confidence as to the magnitude and value of their results, a moderate share of which in this community would insure the speedy accomplishment of the work now proposed.

But the tendency of these works to turn the trade of the west from this city on one side, is not more obvious than that of the preparations on our northern frontier, to divert the course of western commerce in an opposite direction. In the confidence of achieving results of incalculable importance, the British government is about to construct canals to pass the successive rapids in the St. Lawrence, by which, and by the Welland canal, steamboats, sloops, and schooners, of large capacity, may pass from Montreal to the upper lakes. By these means, the products of agriculture may be conveyed down the St. Lawrence at a very cheap rate; and great inducements will be presented to the entire regions bordering on and communicating with the lakes, for an exchange of their commodities for supplies of British and colonial merchandise. This commerce, under favor of the colonial system of discriminating duties, will most advantageously meet the wants of Great Britain and her dependencies, and sustain the interests of her trade, manufactures, and navigation.

The bearings of this gigantic scheme are as yet but partially developed. They are doubtless better comprehended, and estimated at a higher rate, at the seat of British power than elsewhere. It is, however, no longer to be doubted, that a vast scheme exists in connection with these works in Canada, having relation to the whole compass of British interests and policy on both sides of the Atlantic, and to the future destiny of the regions of Upper Canada; that trade, navigation, and cheap supplies, are its first objects; that it contemplates the growth of extensive marts of business near our territories, between the waters of Niagara and Lake Superior; that success will attend this scheme in proportion as the facilities of travel and transportation from the lakes to this city are inadequate; and that it now behoves this city and state to augment and cheapen those facilities, and to adopt plans which may be extended as the growth of western population and commerce may require.

For this city, especially, to continue, with respect to our connections with the lakes, and the western states, to depend on the Erie canal, would imply an incredible degree of insensibility to what is passing elsewhere. That canal, though of immense value to this state and this city, is inadequate to the object. It is closed by ice nearly one half of the year, so as to be of no avail either with respect to travel or business, during that protracted period. It affords no facilities to the extensive business, now so essential both to the interests of the west and of this city throughout the winter. Even the immense transactions which cannot be consummated till very late in the fall, and those which require to be despatched on the decline of winter and during the first weeks of spring, can be but slightly favored by it. That part of the lake to which the canal extends, is itself blocked up by ice for a considerable period, earlier in the autumn and later in the spring, than are any of the more westerly harbors on its southern shore.

The construction of a railway through the southern counties is, however, of far greater importance to this city than to any other portion of the state. The interests of this city at the present moment, and all its prospects of future growth, loudly demand the execution of this work. It is easier to preserve and strengthen our hold on the commerce of the western regions, than to regain it when directed to other points, and trammeled by all the relations of business and acquaintanceship.

We need but glance at the herculean undertakings projected and commenced by other cities and communities, to arrest the needful attention to what this city owes to itself.

To the merchants of this city, the capitalists and owners of real estate, the object now proposed especially addresses itself. It appeals to their interests, to their enlarged views of the advantages and future growth of this commercial metropolis, and to their enterprise and public spirit. Upon them the accomplishment of the work depends, and to them its principal benefits will accrue. They cannot fail to appreciate those benefits, a very moderate estimate of which, in relation to the trade of the city, is sufficient to insure the undertaking. While they are extending their aid to similar works in other parts of the country connected with other cities, it may be presumed that they will not overlook what so immediately concerns themselves.

Those who have most attentively considered the proposed undertaking, regard it as promising results to this city not surpassed in value by those of the Erie canal; and in the event of subscriptions to the stock amounting to one million of dollars, as required by the charter, so that the company may be organized and commence its operations, the utmost confidence is entertained of a liberal subscription on the part of the state in aid of the counties on the route, which greatly need and deserve, but hitherto have not shared, the benefits of public expenditure for internal improvements.

Books of subscription to the stock of the company are by the charter, as recently amended, to be opened at the Merchants' Exchange, in this city, on Tuesday, the 9th day of July next, under the direction of the commissioners.

The last link in the chain of the RAILROAD FROM ALBANY TO FORT GEORGE is about being completed by the construction of the Warren county Railroad, which extends from Glen's Falls to Lake George.

At a meeting of the stockholders of this company at Albany, on 15th inst. the following gentlemen were elected Directors for the ensuing year: Jesse Buel, Robert Gilchrist, William Caldwell, John Townsend, Peletiah Richards, Dudley Farlin, Henry Ogden, C. V. S. Kane, John Worthington, William G. Bucknor, Daniel Jackson, Alexander Hamilton, Augustus James.

At a subsequent meeting of the Board ALEX. HAMILTON was chosen President, WILLIAM G. BUCKNOR Treasurer, and JOHN WORTHINGTON Secretary.

RAILROAD STOCK.—We have been informed that offers have been refused for Railroad Stock at $105.—[Charleston Patriot.]

DISPATCH BY THE RAILROAD.—As an evidence of the great importance of our Railroad in facilitating the intercourse between the North and South, we would mention that several passengers, who left New-York Saturday afternoon, 15th inst. in the steamboat David Brown, started this morning, 19th, on the Railroad for Augusta, and will reach to breakfast to-morrow morning.—[Charleston paper.]

Camden and Amboy Railroad.—At the meeting of the directors of the company at Bordentown, on Monday the 17th instant, a new locomotive engine constructed by R. L. Stevens, Esq. was exhibited, and a trial made of its speed and power, as well as of the adaptedness of the road to this mode of transportation. The engine is the third one now on the road, and is the lightest, and is manifestly an important improvement on the English engine heretofore used with very satisfactory results. The experiment in the present case was entirely successful, and surpassed the expectations of those present. The engine, with a train of cars, passed from Bordentown to Hightstown (more than 13 miles) in 36 minutes, and 31 sec.; being at the rate of 25 miles per hour, and it was obviously not at full speed. It was obvious also, that there was no diminution of speed at the curves, and among the greatest curves on the whole road, are those on this section of it; and the greatest curve on any part of the road has been passed at a rate exceeding 40 miles an hour. The highly important device by which this is accomplished, is a recent invention by Mr. Stevens, as well as another, by which the capacity of the boiler to generate steam is greatly increased, probably doubled. These two properties are fully exhibited in this engine, the motion being unimpeded by any curvatures on the road, and a surplus quantity of steam during the whole experiment being thrown off. The partial use of anthracite during this trial, induces a confident hope that this fuel may be applied entirely on the locomotives on the road.

Six or seven engines in addition to the three now on the road will soon be in readiness, when horse power will be dispensed with, and the trip between New York and Philadelphia may be accomplished in 6 or 7 hours.—[U. S. Gazette.]

Babbage on the Economy of Manufactures.

[Continued from page 375.]

ON THE METHOD OF OBSERVING MANUFACTORIES.

128. Having now reviewed the *mechanical* principles which regulate the successful application of mechanical science to great establishments for the production of manufactured goods, it remains for us to suggest a few inquiries, and to offer a few observations to those whom an enlightened curiosity may lead to examine the factories of this or of other countries.

The remark—that it is important to commit to writing all information as soon as possible after it is received, especially when numbers are concerned—applies to almost all inquiries. It is frequently impossible to do this at the time of visiting an establishment, although not the slightest jealousy may exist; the mere act of writing information as it is communicated orally, is a great interruption to the examination of machinery. In such cases, therefore, it is advisable to have prepared beforehand the questions to be asked, and to leave blanks for the answers, which may be quickly inserted, as, in a multitude of cases, they are merely numbers. Those who have not tried this plan will be surprised at the quantity of information which may, through its means, be acquired, even by a short examination. Each manufacture requires its own list of questions, which will be better drawn up after the first visit. The following outline, which is very generally applicable, may suffice for an illustration; and, to save time, it may be convenient to have it printed, and to bind up, in the form of a pocket-book, a hundred copies of the skeleton forms for processes, with about twenty of the general inquiries.

General Inquiries.—Outlines of a Description of any of the Mechanical Arts ought to contain Information on the following points:

Brief sketch of its history, particularly the date of its invention and its introduction into England.

Short reference to the previous state through which the material employed has passed; the places whence it is procured; the price of a given quantity.

The various processes must now be described successively, according to the plan which will be given in Sec. 129; after which the following information should be given:

Are various kinds of the same article made in one establishment or at different ones, and are there differences in the processes?

To what defects are the goods liable?

What substitutes or adulterations are used?

What waste is allowed by the master?

What tests are there of the goodness of the manufactured article?

The weight of a given quantity, or number, and a comparison with that of the raw material.

The wholesale price at the manufactory £ *s.* *d.* per

The usual retail price £ *s.* *d.* per

Who provide tools? Master, or men? Who repair tools? Master, or men?

What is the expense of the machinery?

What is the annual wear and tear, and what its duration?

Is there any particular trade for making it? Where?

Is it made and repaired at the manufactory?

In any manufactory visited, state the number ( ) of processes, and of the persons employed in each process, and the quantity of manufactured produce.

What quantity is made annually in Great Britain?

Is the capital invested in manufactories large or small?

Mention the principal seats of this manufacture in England; and if it flourishes much abroad, the places where it is established.

The duty, excise, or bounty, if any, should be stated, and any alterations in past years, and also the amount exported or imported for a series of years.

Whether the same article, but of superior, equal, or inferior make, is imported?

Does the manufacturer export, or sell to a middle-man, who supplies the merchant?

To what countries is it chiefly sent—and in what goods are the returns made?

129. Each process requires a separate skeleton, and the following outline will be sufficient for many different manufactories:

Process ( ) Manufacture ( )
Place ( ) Name ( )
date 183

The mode of executing it, with sketches of the tools or machine, if necessary.

The number of persons necessary to attend the machine.

Are the operatives men, ( ) women, ( ) or children ( )? If mixed, what are the proportions?

What is the pay of each? (*s.* *d.*) (*s.* *d.*) (*s.* *d.*) per

What number ( ) of hours do they work per day?

Is it usual, or necessary, to work night and day without stopping?

Is the labor performed by piece or by day-work?

Who provide tools? Master, or men? Who repair tools? Master, or men?

What degree of skill is required, and how many years ( ) apprenticeship?

The number of times ( ) the operation is repeated per day or per hour.

The number of failures ( ) in a thousand.

Whether the workman or the master loses by the broken or damaged articles?

What is done with them?

If the same process is repeated several times, state the diminution or increase of measure, and the loss, if any, at each repetition.

130. In using this skeleton, the answers to the questions are in some cases printed, as—Who repair tools? Masters, Men: in order that the proper answer may be underlined with a pencil. In filling up the answers which require numbers, some care should be taken; for instance, if the observer stands with his watch in his hand before a person heading a pin, the workman will almost certainly increase his speed, and the estimate will be too large. A much better average will result from inquiring what quantity is considered a fair day's work. When this cannot be ascertained, the number of operations performed in a given time may frequently be ascertained when the workman is quite unconscious that any person is observing him. Thus, the sound made by the motion of a loom may enable the observer to count the number of strokes per minute, even though he is outside the building in which it is contained. M. Coulomb, who had great experience in making such observations, cautions those who may repeat his experiments against being deceived by such circumstances: "Je prie (says he) ceux qui voudront les repeter, s'ils n'ont pas le temps de mesurer les resultats apres plusieurs jours d'un travail continu, d'observer les ouvriers à differentes reprises dans la journee, sans qu'ils sachent qu'ils sont observes. L'on ne peut trop avertir combien l'on risque de se tromper en calculant, soit la vitesse, soit le temps effectif du travail, d'apres une observation des quelques minutes." (*Memoires de l'Institut. Tom. II. p.* 247.)—It frequently happens, that, in a series of answers to such questions, there are some which, although given directly, may also be deduced by a short calculation from others that are given or known; and advantage should always be taken of these verifications, in order to confirm the accuracy of the statements; or, in case they are discordant, to correct the apparent anomalies. In putting lists of questions into the hands of persons undertaking to give information upon any subject, it is in some cases desirable to have an estimate of the soundness of his judgment. The questions can frequently be so shaped that some of them may indirectly depend on others; and one or two may be inserted whose answers can be obtained by other methods; nor is this process without its advantages in enabling us to determine the value of our own judgment. The habit of forming an estimate of the magnitude or frequency of any object immediately previous to our applying to it measure or number, tends materially to fix our attention and to improve our judgment.

DISTINCTION BETWEEN MAKING AND MANUFACTURING.

131. The *economical principles* which regulate the application of machinery, and which govern the interior of all our great factories, are quite as essential to the prosperity of a great commercial country as are those mechanical principles, the operations of which have been illustrated in the preceding section.

The first object of every person who attempts to make any article of consumption, is, or ought to be, to produce it in a perfect form; but in order to secure to himself the greatest and most permanent profit, he must endeavor by every means in his power to render the new luxury or want, which he has created, cheap to those who consume it. The larger number of purchasers thus obtained will, in some measure, secure him from the caprices of fashion, whilst it furnishes a far greater amount of profit, although the contribution of each individual is diminished. The importance of collecting data for the purpose of enabling the manufacturer to ascertain how many additional customers he will acquire by a given reduction in the price of the article he makes, cannot be too strongly pressed upon the attention of those who employ themselves in statistical inquiries. In some ranks of society, any diminution of price in a commodity will bring forward but few additional customers; whilst, in other classes, a very small reduction will so enlarge the sale as to yield a considerable increase of profit.

132. If, therefore, the *maker* of an article wish to become a *manufacturer* in the more extended sense of the term, he must attend to other principles besides those mechanical ones on which the successful execution of his work depends; and he must carefully arrange the whole system of his factory in such a manner, that the article he sells to the public may be produced at as small a cost as possible. Should he not be actuated at first by motives so remote, he will, in every highly civilized country, be compelled, by the powerful stimulus of competition, to attend to the principles of the domestic economy of manufactures. At every reduction in price of the commodity he makes, he will be driven to seek compensation in a saving of expense in some of the processes; and his ingenuity will be sharpened in this inquiry by the hope of being able in his turn to undersell his rivals. The benefit of the improvements thus engendered is, for a short time, confined to those from whose ingenuity they derived their origin; but when a sufficient experience has proved their value, they become generally adopted, until in their turn they are superseded by other more economical methods.

133. There exists a considerable difference between the terms *making* and *manufacturing*. The former refers to the production of *a small*, the latter to that of *a very large number of individuals;* and the difference is well illustrated in the evidence given before the Committee of the House of Commons on the Export of Tools and Machinery. On that occasion Mr. Maudslay stated, that he had been applied to by the Navy Board to make iron tanks for ships, and that he was rather unwilling to do so, as he considered it to be out of his line of business; however, he undertook to make one as a trial. The holes for the rivets were punched by hand-punching with presses, and the 1680 holes our export trade has been most injurious, as the following extract from the evidence before a committee of the House of Commons will prove:

"*Question.*—How long have you been in the trade?

"*Answer.*—Nearly thirty years.

"*Question.*—The trade is at present much depressed?

"*Answer.*—Yes, sadly.

"*Question.*—What is your opinion of the cause of that distress?

"*Answer.*—I think it is owing to a number of watches that have been made so exceedingly bad that they will hardly look at them in the foreign markets; all with a handsome outside show, and the works hardly fit for any thing.

"*Question.*—Do you mean to say, that all the watches made in this country are of that description?

"*Answer.*—No; only a number which are made up by some of the Jews, and other low manufacturers. I recollect something of the sort years ago, of a fall-off of the East India work, owing to there being a number of handsome looking watches sent out, for instance, with hands on and figures, as if they showed seconds, and had not any regular work to show the seconds: the hand went round, but it was not regular.

"*Question.*—They had no perfect movements?

"*Answer.*—No, they had not; that was a long time since, and we had not any East India work for a long time afterwards."

In the home market, inferior but showy watches are made at a cheap rate, which are not warranted by the maker to go above half an hour: about the time occupied by the Jew pedlar in deluding his country customer.

141. The practice, in retail linen-drapers' shops, of calling certain articles yard-wide when the real width is, perhaps, only seven-eighths or three-quarters, arose at first from fraud, which being detected, custom was pleaded in its defence; but the result is, that the vender is constantly obliged to measure the width of his goods in the customer's presence. In all these instances, the object of the seller is to get a higher price than his goods would really produce if their quality were known; and the purchaser, if not himself a skilful judge (which rarely happens to be the case), must pay some person, in the shape of an additional money price, who has skill to distinguish, and integrity to furnish, articles of the quality agreed on. But as the confidence of persons in their own judgment is usually great, large numbers will always flock to the cheap dealer, who thus, attracting many customers from the honest tradesman, obliges him to charge a higher price for his judgment and character, than, without such competition, he could afford to do.

AGRICULTURE, &c.

The following article is, says our respected correspondent, to whom we are indebted for the pamphlet from which it is taken, "of great value, as the authority is unquestioned."

On the Cultivation of Rye. By JOHN KEELY.

To the Trustees of the Essex Agricultural Society.

GENTLEMEN,—Having for some years past been more than commonly successful in raising large crops of winter rye by a process of cultivation which, I believe, is entirely new, I have been induced, by the suggestion of some gentlemen whose judgment I very much respect, to submit for your consideration a statement of the mode of culture, with the produce. And that the success of the experiment this season may not appear to be altogether accidental, it will, perhaps, be as well to communicate the result of the process for the three or four previous years.

The land on which the experiment has been conducted is situated on the Merrimack, about a mile and a half east of Haverhill bridge; and came into possession of my father in 1827. The soil is a sand, approaching to loam as it recedes from the river. Perhaps the term *plain land* (by which it usually passes) will better convey an idea of the quality of the soil. It is altogether too light for grass. The crops we find most profitable to cultivate on it are winter rye, Indian corn, potatoes, and to some extent turnips. Oats might probably be raised to advantage, were it not that the land is completely filled with the weed commonly called charlick, which renders it entirely unfit for any spring crop, excepting such as can be hoed. The crops of rye, on the neighboring soil of the same nature, vary, I believe, from seven or eight to twelve or thirteen bushels per acre, according to the cultivation, and their approximation to the river. We usually raise on land from thirteen to thirty bushels of Indian corn per acre. Potatoes are very good in quality, but the quantity is quite small; not sufficient to be profitable, were it not that the land is very easily cultivated.

In the summer of 1827, we sowed three bushels of winter rye near the river, on about two acres of land, which produced twenty-eight bushels.

In 1828, we sowed four bushels on four acres of land running the whole extent of the plain from the river. This piece was sowed in the spring with oats; but they were completely smothered with charlick, and about the middle of June, the whole crop was mowed to prevent the charlick seeding. By about the middle of August, a second crop of charlick having covered the land, it was ploughed very carefully, in order completely to bury the charlick; and then suffered to remain until the 15th of September, when we began sowing the rye in the following manner. A strip of land about twelve yards wide was ploughed very evenly, to prevent deep gutters between the furrows, and the seed immediately sown upon the furrow and harrowed in. Then another strip of the same width, and so on until the whole was finished. We found the oat stubble and charlick entirely rotted, and the land appeared as if it had been well manured, though none had been applied to this part since it had been in our possession. The rye sprung very quick and vigorously, having evidently derived great benefit from being sown and sprouted before the moisture supplied by the decaying vegetable matter in the soil had evaporated to any considerable extent. This crop produced 133 bushels.

In 1829, the charlick was suffered to grow on the land appropriated to rye, until it had attained its growth and was in full blossom. The land was then ploughed very carefully, and the charlick completely covered in. In a short time a second crop appeared more vigorous than the first. This also was allowed to attain its growth, and then ploughed in as before. A third crop soon appeared, which of course was destroyed, when the land was again ploughed for sowing about the middle of September. This piece of land was a parallel strip running from the river, and containing two acres. Two bushels of rye were sowed. The crop presented a remarkably promising appearance, and yielded seventy-four and a half bushels.

In 1830, the land appropriated to rye included nearly all the lighter part of the soil, and owing to a pressure of business was not attended to as we could have wished. It was ploughed in the early part of the summer. But harrowing to destroy the weeds was substituted for the second ploughing. This, and the unusual blight which affected all the grain in this part of the country, led us to anticipate a small crop. It yielded however fifteen bushels to the acre.

The land on which the crop of rye was raised the present season had for the three or four previous years been planted with Indian corn: and owing to the extent of our tillage land, we have not been able to apply more than four or five loads of manure to the acre this season. The charlick was suffered to attain its growth as usual; and on the 18th and 19th of June it was carefully ploughed in. The second crop was ploughed in on the 6th and 7th of August. On the 14th and 15th of September it was sowed in the usual manner, namely, a small strip of land was ploughed, and the seed sown immediately upon the furrow, and then harrowed in. Then another strip of land was ploughed, and so on until the whole was completed. One bushel per acre was sowed as usual. The seed was originally obtained from a farmer in this vicinity, and I suppose is similar to that which is generally used. We have never prepared our seed in any manner, but have directed our attention solely to the preparation of the land; and to this we attribute our success. Owing to the unusual severity of the winter, the crop was considerably winter killed, but recovered very soon in the spring, excepting in the midfurrows. There, as the land lies very level, the water settled, and so completely destroyed the rye that they continued bare the whole season. This would of course cause some diminution in the crop; perhaps a bushel or two. The rye was reaped at the usual season, and, as the weather was favorable, immediately put into the barn. The land contained one acre and thirteen rods, and yielded *forty-six bushels and three pecks. A remarkably fine sample.*

In entering a claim for your premium, I would ask your attention particularly to the process of cultivation. It is I believe entirely new, and capable of general application.

Sowing the seed immediately after the plough we consider very advantageous to the crop. The soil being then moist, causes the seed to spring immediately, and gives a forwardness and vigor to the plants which they ever after retain.

The process of ploughing in *three* crops of weeds before the seed is sown, very much enriches the soil. It would be altogether unnecessary to attempt to refute the notion, that by such a process nothing more is applied to the soil than was before derived from it. If one could not discover by the light which Chemistry has shed upon the subject of Agriculture, sufficient *reasons* for the contrary conclusion, observation, one would think, would be sufficient to convince any intelligent man of the fact.

And here I would suggest that I do not consider the experiment, as we have conducted it, quite complete. To render it more so, in the first place, in ploughing in the weeds, I would not turn a furrow after the dew had evaporated. I have no doubt but that a large portion of that fertilizing quality in the soil, which (during the summer months) is continually exhaled from the earth, is by the dew brought again within our reach, and it would be wise to avail ourselves of the opportunity of again burying it in the soil. And in the second place, I would by all means use a heavy roll after each ploughing. It would fill all the cavities left by the plough, and by pressing the soil more closely to the weeds, at once hasten their decomposition and very much retard the evaporation from the soil.

But the land is not only very much enriched by this process. There is, I conceive, no method by which it can be so effectually cleaned. Three times during the season a fresh surface is presented to the atmosphere, and each time, as the decaying vegetable matter increases in the soil, so is the exciting cause augmented to make a more vigorous effort. We have in this manner gone over nearly all our land which is infested with charlick, and the diminution of the weeds is quite sufficient to warrant the expectation, that in a few years it may be comparatively eradicated. Very respectfully,

JOHN KEELY.

Haverhill, Sept. 22, 1832.

The undersigned having assisted in measuring the rye, an account of which is given above, hereby certify that the quantity is as there stated, namely, forty-six bushels and three pecks.

JOHN KEELY,
THOMAS E. KEELY,
SAMUEL THOMPSON.

I have this day measured a lot of land belonging to Mr. Keely, on which is a crop of rye, and find it to contain one acre and thirteen rods. C. WHITE, Surveyor.

Haverhill, Aug. 1, 1832.

At a Meeting of the Trustees of the Essex Agricultural Society, January 1, 1833, the foregoing statement having been read and examined,

Voted, That the first premium offered for the cultivation of rye be awarded to Mr. Keely.

Attest. J. W. PROCTOR, Secretary.

CLOVER MANURE FOR WHEAT.—We would request practical farmers to compare the following, taken from the Hagerstown Torch Light, with the successful method of shallow ploughing green manure, recorded in the Transactions of the Essex Agricultural Society in another part of this number:

THE wheat crop is the most important of all crops to the farmer. A man who has one hundred acres of cleared land, of common quality, ought to raise on an average *one thousand bushels of merchantable wheat*, and also rye, corn, oats, and potatoes, sufficient to defray the expenses of carrying on the farming. The wheat crop should always be *clear gain*.

Don't startle at this, farmer. A man who has a farm of one hundred acres of cleared land, can yearly put forty acres of it in wheat; and if the land be in order as it should be, and as every farmer may have it, every acre of the forty will give 25 bushels, amounting altogether to one thousand bushels. I shall now show how land must be farmed, in order to produce in this way. Never break your land before harvest and stir it after, as is customary with many farmers. Much ploughing impoverishes land, and is productive of no good effects. Your wheat ground must be heavily set in clover, and broken up after harvest with three horses, when the seed in the clover is ripe. By thus turning clover down after harvest, when the seed is ripe, it will never miss coming up in the spring, which is frequently the case when sown in the spring with seed. You also save between forty and fifty dollars worth of seed annually, which it would take to sow your ground. When the clover is ploughed down after harvest, before you seed the field, you must harrow it lightly the way you have ploughed it, in order to level the ground, and prevent the seed from rolling between the furrows and coming up in rows Never plough your seed in with shovels, nor harrow it in across the ploughing, when you have turned down clover after harvest, lest you raise the clover, but always harrow it in by twice harrowing with light harrows the way you have broken up your ground. Many farmers have ploughed down clover once, and finding that their crop was not bettered by it, but injured, as they believed, have never attempted it again. This is almost invariably the case the first time clover is ploughed down after harvest, especially if the fall be dry, and the winter frigid and close. In turning clover down you must necessarily plough the ground deep, and the first time you do it you turn up the clay, which, being unmixed with manure of any sort on the top, is in a bad state to sow wheat on. The wheat after some time will sprout and come up, but will look yellow and very spindling. Its roots after some time will get down among the unrotted clover, and there will choke, and for want of moisture a great deal of the wheat will dwindle away and die. The unrotted clover, too, below, will keep the ground loose and springgy, so that the frost will injure the wheat not a little. But when the clover is twice ploughed down the bad effects to the wheat crop arising from unrotted clover are not experienced. You then turn up the clover from below which was ploughed down before, and which is a manure on the top. The seed sown on it now springs up directly, and before the winter sets in has taken deep root. The clover now turned down rots very soon, in consequence of the rotten clover turned up, which as manure always keeps the ground moist, however dry the fall. You may now go on farming in this way: every time you turn up a coat of clover, turn down one, and your wheat crop will never fail, until your land becomes so rich that you will have to reduce it with corn.

RAPID MODE OF RAISING EXCELLENT VINE PLANTS.—At the pruning season leave a shoot of young strong wood, over and above what may be wanted for training it, of a sufficient length to bend down as a layer into a pot; and also for training, during its growth, when the vine begins to push, displace the buds from the shoot intended for laying, except the leading one. When this is grown to about all eight inches or one foot long, bend down to the pot, and lay it so that the top joint, whence the young shoot has sprung, may be fixed with a strong crook at about one inch under the surface of the mould. As soon as it begins to take root, weaken its resources from the mother plant, by making an incision in the wood behind the pot, which enlarge by degrees, as fast as the young plant will bear it, until it is quite separated from the old one.—[Gard. Mag.]

[*From the Globe of Saturday.*]

MILITARY ACADEMY AT WESTPOINT.

REPORT *of the Board of Visiters to the general examination of Cadets of the United States Military Academy, in June*, 1833.

To the Secretary of War:

The Board of Visiters who have been invited, to be present at the general examination of the Cadets of the United States Military Academy, in order that the War Department may be correctly informed of the condition and management of the Academy, have attended the examination of all the classes and are perfectly satisfied with the progress made by the Cadets in the several departments of their studies in which they were examined.

At the request of the Superintendent, a Committee appointed by order of the Board, assigned the subjects to each individual of the class, in order to avoid all suspicion of the Examining Professor having adapted the subject to the capacity and attainments of the Cadets, so as to exhibit an appearance of greater proficiency than the class really possesses.

The first class was examined in Military and Civil Engineering, in Mineralogy, Rhetoric, Ethics, Constitutional and National Law, and in Infantry and Artillery tactics; and in each of these departments exhibited proofs of their application and attainments, and of the zeal, capacity and industry of the Professor and Assistants. The Cadets of this class will leave the Academy well fitted to fulfil the great objects of the institution, viz: to introduce into the armies of the United States all the modern improvements in the art of war, and the high state of discipline which distinguishes the best armies of Europe, to disseminate throughout our country a knowledge of Military Tactics and Engineering, so as to furnish the means of rendering our militia as well as our regular army an efficient arm of defence in time of war; and to provide officers properly instructed, and fully capable of superintending the construction of fortifications for the permanent defence of our maritime frontier, and of works connected with the internal improvement of the country.

The Cadets of the second class were examined in Chemistry and Natural Philosophy, and showed a degree of proficiency very creditable to the Professors and Assistants, who have been charged with their instruction in these departments. The Board would here remark, that in their opinion it would be expedient to establish a permanent Professor of Chemistry. The important discoveries made and still making in this department of science, and its application to the useful arts, as well as its connexion with the means of preserving the health of the soldier in camps and barracks, render it important that it should be taught in this Academy, and it is obvious that it requires great application, experience and long practice to teach a science which must be illustrated by experiments made before the pupil. It is believed to be difficult to acquire the art of instructing youth in any department of literature or science; but it is especially so in those which require skill in demonstrating the theories and principles by experiments. Instruction in such branches ought not to be entrusted to officers liable to be frequently removed.

The third class were examined in Mathematics and French. There is no institution that we are acquainted with where this department of science in its higher branches, is more thoroughly taught than in this Academy. The high attainments and unwearied industry of the Professors and Assistants, together with the great application and capacity of the Cadets of the third class were exhibited throughout the course of this examination in a manner highly satisfactory to the Board.

The examination in French was very creditable to the Teachers and Cadets of this Class They appeared to be well instructed in the grammar of this difficult language, conjugating the regular and irregular verbs very correctly, and they translated it into English with great facility, which is all that is deemed requisite: the principal object of this course being to enable the Cadet to consult the best French authors on Military Science.

As there are at least 160 students to be taught in this language, it is believed by those best acquainted with the subject, that another teacher in this branch ought to be added to those already employed.

The fourth class were examined in Mathematics and French. The Cadets of this class evinced a degree of proficiency in the elementary branches of Mathematics highly creditable to the gentleman who is charged with this department of their studies.—Whatever may be the talents and application of the student, he cannot make any proficiency in this essential department of study, which may be considered as the foundation of all military education, unless his studies are directed by a person not only profoundly versed in the science, but possessed of great experience in the art of instructing youth; and the Board would take this opportunity of remarking, that to remove such an instructor from the Academy for the purpose of substituting another, who, whatever his talents and acquirements may be, does not possess the same experience and practice in teaching, cannot but be prejudicial to the interests of the Academy, and would be unjust to the Cadets.

The Government exacts from them, especially in the department of Mathematics, a degree of proficiency, which they cannot obtain without the assistance of competent instructors; and they may be exposed to be turned back as deficient, or to be dismissed as incapable of going through the course of studies in the Academy, because the instructor provided for them is incompetent or inexperienced.

The Board is induced to make these remarks from having had before them a late order of the Commander in Chief, containing regulations sanctioned by you, which, if applicable to this Academy, would seem calculated to affect very materially the instruction of the Cadets. It appears to them that the regulations requiring all officers, who have not served with their regiments for three years to join their respective corps, as it will remove nearly all the Assistant Professors from the Academy, would be attended with very great inconvenience at any time; and at this period, when the Superintendent, who has so long presided over this Institution, with such signal ability and success, is about to retire, such a change would seriously embarrass his successor.—This embarrassment will be increased by the effect of the regulation, which takes from the Superintendent the power of nominating the officers to be detached for that service. He is supposed from his situation to be better acquainted than any one else with the acquirements and moral character of the graduates, and as the responsibility rests with him, it appears but just that he should have the power of selecting his Assistants. It is deemed important, that the course of studies should be steady and keep pace with the improvements which daily take place in the progress of science. This would be impracticable if the Assistant Professors were frequently changed and selected from officers who had graduated prior to the introduction of the improvements now taught in this Institution throughout every department of science. Indeed it would appear advisable that the Professors and Assistant Professors, who have evinced so much capacity in imparting instruction to youth, should be offered every inducement to remain by being permanently attached to the Institution, and receiving some additional allowance for services materially affecting the future character and efficiency of the army, and which, if they were rendered in any literary institution in the country, would command much higher pecuniary rewards.

The Board attended the Battalion, Light Infantry, and Artillery drills, and had every reason to be satisfied with the instruction of the Cadets in their field exercises. They were present likewise in the Laboratory when the Cadets exhibited their proficiency in Pyrotechny, and they subsequently saw them throw shells, and fire at the target with light and heavy pieces of Artillery; all which they executed with a precision rarely equalled, and not surpassed in any school of practice in Europe.

This is the more remarkable from the state of the pieces used for practice. They are very defective; and the Board recommend that the several pieces of Ordnance which are required for the instruction of the Cadets by their able and scientific instructor, should be furnished of the best quality and most approved constructions.

Much credit is due to the officer charged with the instruction of the Cadets in this department. He has compiled a practical treatise on Military Pyrotechny and translated an excellent elementary treatise on

the forms of Cannon and various systems of Artillery, and another on the Theory and Practice of Gunnery, from the French of Professor Persy of Metz; all of which, with numerous plates illustrating the subjects, have been published in the Lithographic Press in the Academy.

The Cadets are encamped two months in every year, and during that period are instructed in all the duties of the soldier in active servive, in the use of instruments, and in the application of the different branches of science necessary to a knowledge of their profession; whether this practical course of the application of science to the purposes of military and civil engineering may not be usefully extended, is worthy of consideration.

The Library of the Academy contains a very valuable collection of works adapted to the peculiar objects of this institution. It is rich in works on military science and on civil engineering, and contains a valuable series of military history, and the best geographical and topographical maps of the States of Europe to illustrate this important study. It is true that in works on polite literature it is as yet rather deficient, although the selection has been very judicious; but however desirable it may be to augment the number of volumes on miscellaneous subjects, the real object of the institution must be kept steadily in view, and it will continue to be the duty of the Superintendent to purchase, in preference to all others, books relating to the sciences taught in this Academy, and to supply the necessary works on Architecture, Chemistry, Geology, Mineralogy and Moral Science, in which the Library is still very deficient.

The philosophical apparatus and astronomical instruments are of the best kind and of the latest invention, but many more are required fully to illustrate the course of Natural Philosophy.

The building which contains the Library and philosophical apparatus is both unsafe and unstable, and the rooms are so small and inconvenient as not to admit of the necessary arrangement and display of them for useful purposes. Many instruments of the philosophical apparatus, which are delicate in their structure and uses, and require to be very nicely and accurately adjusted, are exposed to be injured by the constant and violent shaking of the edifice, and the finer astronomical instruments cannot be used from the same reason and from want of space. A large telescope is placed in a detached building entirely unsuited to its uses.

From these reasons and from the intrinsic value of the books and instruments, the board recommend the erection of a fire proof building with an observatory annexed to it.

Upon a careful and minute examination of the public buildings of the Academy, it has been found that they are inadequate to the purposes of the institution and are not only badly constructed, but entirely too limited to afford comfortable or proper accommodations for the Cadets who are lodged in them.

A number of Cadets are from necessity crowded into a small room, which must produce a prejudicial effect upon their studies, their morals, and their health. That they have been exempt hitherto from the diseases which are engendered in confined and crowded apartments, is due altogether to the admirable system of internal police and strict attention to cleanliness, which distinguish every department of this institution.

There is besides a want of accommodations for the Assistant Professors; and the Quarter Master, Pay Master, and Adjutant are without offices. For all these purposes nearly fifty new rooms are required. The Board would recommend, that the Superintendent be instructed to furnish a plan of a building, capable of uniting all the accommodations required by the officers and cadets now at the Academy, and of being extended whenever the Government may think it expedient to enlarge this institution. and render it proportionate to our vast territories and rapidly increasing population; and that whenever it may be thought proper to erect the building now called for, it may be so constructed as to form a part of an edifice hereafter to be completed with more extensive accommodations.

On examining into the fiscal concerns of the Academy the Board had every reason to be satisfied, that great economy has been exercised in the administration of this department of the institution, and cheerfully bear testimony to the order and regularity with which the books are kept and the receipts and disbursements accounted for, as well as to the integrity and judicious economy with which the finances of the Academy are administered.

There are several subjects, the importance of which is fully understood and acknowledged by the Superintendent and Academic Staff, but which are not taught in this institution for want of time. In military and civil engineering it is thought that the following might be introduced with great advantage to the Cadets: A course of applied mechanics on the investigation and description of some of the most usual machines employed in the construction of public works. Some practical exercises in the field, such as laying out and throwing up some of the works of a campaign which are most ordinarily used: batteries, trenches, cavaliers, the manner of conducting saps, the construction of gabions and fascines, &c. &c. and a course of topography as applied to military reconnoissances: indeed, such is the vast importance of this branch, that a new department, embracing the whole subject, could not fail to be very advantageous to the military student.

In the department of Natural Philosophy many important practical illustrations might be advantageously introduced. At present the experimental part of the course is principally confined to the illustration of such facts and general principles as may be established by experiments exhibited in the presence of the entire class. These illustrations are attended with the most beneficial effects, as they serve to make a very forcible impression on the mind of the student, but they are alone insufficient. It is frequently important that the student should not only be acquainted with the name and use of an instrument; but that he should be able to employ it himself. This can only be done, when sufficient time is allowed for each student to make frequent use of such instruments under the immediate direction of the Professor.

This deficiency is particularly felt in the course of Astronomy, where an intimate acquaintance with the use of instruments, and the habits of submitting the data furnished by observation to the process of calculation, are essentially necessary to enable the student to apply his theoretical knowledge to useful purposes. The instruction in practical Astronomy is altogether too limited. The time which can be devoted to this object being scarcely more than sufficient to permit the Professor to make the students acquainted with the objects of the few instruments in the possession of this department. This is certainly a great defect; important lines are frequently required to be established as boundaries between States and Territories of neighboring nations, where the accurate use of instruments is of the last importance, and the Cadets of this Academy ought to be practically taught to use them with perfect correctness.

The principles of Strategy or Grand Tactics might be taught with advantage.

It is true that there is no work treating of those subjects which is sufficiently condensed and at the same time perfectly unexceptionable in its principles and illustrations; but the same industry and talent which have furnished text books in other departments of military science, might be employed for this purpose with great success, and furnish a series of lectures embracing a definition of the technical terms employed and of such general principles as admit of the clearest and most exact illustration

It appears always to have been desirable that Cavalry Tactics should be taught at a great National Military Academy. This branch has hitherto been totally neglected; but it has become more essentially necessary since this arm has been added to the regular army of the country. The service of Cavalry and Horse Artillery ought to form a part of the practical instruction of this Academy, and the Board respectfully recommend this subject to your consideration. As the Cadets are now occupied sedulously every hour of the day in the prosecution of the studies now taught in this institution, it will be necessary, if these subjects are deemed of sufficient importance to be added to the present course, that the term of the academic study should be extended—or that the qualifications required on entering the Academy should be made much greater than they now are.—They are now lower than is required by any literary institution in this country, and no doubt the frequent dismissal of those young men, who cannot keep up with their class, arises principally from this cause. Parents ought to be informed of the great advantage their sons would derive the first year of their course of this Academy, by being well grounded in the classics, in Arithmetic and Algebra, and in the rudiments of the French language.

The munner in which the Cadets are furnished with clothing was a subject of inquiry by the Board, who were satisfied that this was done in the most economical manner. Their mess room was inspected while the Cadets were at their meals, and the Board were satisfied that the Steward fulfilled his contract faithfully, and supplied the tables with abundance.

An inquiry having been made into the manner in which the Cadets are supplied with the class books and stationary, the Board are satisfied, after a careful investigation, that the Cadets are supplied with all such articles at a lower price than they can be purchased in New York and in the most convenient, just, and economical manner; and that the arrangement made by the Superintendent in this particular is marked by the same prudent economy, order and intelligence, which characterize the management of the institution.

The Board having learnt that the present Superintendent of the Military Academy, whose health has suffered from his close attention to the affairs of the institution, has, by his own solicitation, been called to the performance of other duties, cannot forbear to express the very high sense they entertain of his merit and services during the long period of his command of the station.

To the knowledge acquired with this view by Col. Thayer, the Military Academy of the United States owes its present admirable organization; and to his zeal, capacity and unwearied attention to his duties, is to be attributed the high state of discipline and improvement of the institution. To his exertions we owe in a great measure the success of this establishment, the extensive usefulness of which needs only to be understood by the nation to be fully appreciated.

Independently of serving to disseminate over the vast territories of the United States knowledge of a description which cannot enter into the usual course of studies in other Academies, and furnishing the means of rendering most effective our army and militia, of securing our frontier and improving the communications throughout the States, it is calculated to elevate the moral state of the Military profession in our country, the importance of which to the general interests of the nation, cannot be too much insisted upon.

The annals of history prove, that success in arms is one of the most faithful sources of personal popularity, and in a country where the soldier is still a citizen, and may be called upon to share in the civil government, or rise to the highest honors of the State, the standard of study and discipline cannot be too high, which developes his talents and forms his character. The same annals show that at the close of successful wars, the liberties of a country depend in a great measure upon the character of its armies—at such a period the fortunate soldier possesses power, and great and probably well earned popularity, and if his character is not so elevated by nature or education as to lead him to prefer the solid fame of having preserved the liberties of his fellow citizens to the glitter of false ambition, and to sacrifice all personal views of aggrandizement to the good of his country, he may plunge the State into anarchy or rivet upon his fellow citizens the chains of despotism. If ever the liberties of the States of Europe shall be recovered, it will be effected through the improved condition, character and education of their officers and soldiers; and while we indulge the hope that the liberty of these States rests upon too firm a basis to be overthrown by the ambition of those who compose our Armies, it cannot be concealed that if they were not instructed, their ignorance and depravity might seriously endanger the peace of the country.

The Board have observed with some regret, that the old works in the neighborhood of the Academy have been in some instances disturbed. They ought, in their opinion, to be preserved as monuments of the glorious struggle, which secured our independence. The contemplation of such memorials cannot fail to have a beneficial effect. They are calculated to inspire all Americans with sentiments of exalted patriotism, and to remind them of the extraordinary efforts and great sacrifices made by our forefathers to achieve the liberty and independence of the country—and cannot fail to lead them to form virtuous resolutions and to reflect, that, as heirs of the immortal fame of their ancestors, they are bound to emulate their glorious career, and preserve their bright inheritance with the same inflexible courage and undeviating purpose.

STEPHEN VAN RENSSELAER, *President.*

Charles Coffin,	J. R. Poinsett,
J. R. Burden,	Erastus Root,
J. S. Skinner,	John Forsyth,
Levin Gale,	Joseph C. Yates,
Jas. Russell,	James Fenner,
T. Hartley Crawford,	John A. Tomlinson,
E. Banks,	F. B. Povall, Virginia,
John R. Fenwick,	R. Pollard, Virginia,
Brig. General,	F. Read, Delaware,
James Bankhead,	J. Rogers, Delaware.

JOHN NORVELL, *Secretary.*

NEW-YORK AMERICAN.

JUNE 22, 24, 25, 26, 27, 28—1833.

LITERARY NOTICES.

THE COMPLETE WORKS OF SCOTT: CONNER AND COOKE'S edition.—Numbers VII. and VIII., containing the Bride of Lammermoor, the Legend of Montrose, and Ivanhoe, are now published. Thus, one sixth of the work (there will be forty-eight numbers) is already out. At this rate of publication the whole will be completed in a little more than a year from the commencement.

CURIOSITIES OF LITERATURE, by D'ISRAELI, 3 vol. 8vo. *Boston*, LILLY & WAIT, COLMAN & HOLDEN; *New York*. WM. JACKSON.—A very handsome edition is here presented of a very amusing, though not a new book, which has gone through seven or eight editions in England, been translated into other tongues, and delighted thousands of readers of all classes and pursuits. The many interesting anecdotes of literary men and of their labors, and the curious private history which the industry and cleverness of the compiler, the elder D'Israeli, have here brought together, are well calculated to attract and reward attention.

SALATHIEL—by the Rev. GEORGE CROLY. New York: *D. Appleton & Co.* and *Collins & Hannay*. 2 vols.—The deserved success obtained by the first reprint, some few years ago, of this highly wrought and in parts most poetical narrative, has induced another edition of it—which will, we doubt not, be eagerly bought—the more eagerly, perhaps, for the effort now making in England to restore to an equality with other men the fallen race of Israel—whose grandeur, magnificence, courage and cruelty, form the main incidents of these volumes.

CRAYON SKETCHES, *by an Amateur; edited by Theo. S. Fay, Esq.*; 2 volumes, 12mo; CONNER & COOKE, New York.—These volumes, of which we spoke in advance in our review of the 8th instant, are now published, and do justice, by their mechanical execution, to the taste and talent of their literary contents.

MEMOIRS OF A CHAPERON—*Edited by Lady Dacre*. 2 vols. New York: J. & J. HARPER.—A collection of tales—five in number—all of much more than ordinary talent, and two of them—*Ellen Wareham* and *Milly & Lucy*—admirably written and of deep interest. They deserved a better collective name, for we confess we took up the book under the impression that it was another of those mawkish novels of fashionable life so common of late; but we had made very little progress in the story of *Ellen Wareham*, the first in the book, without finding our mistake, and we mention it that others may not be deterred by an unmeaning title from reading clever books.

SEQUEL TO THE JUVENILE READER; BY LYMAN COBB. New-York, COLLINS & HANNAY.—We have before had occasion to speak in terms of commendation of Mr. Cobb's efforts to simplify the processes of learning for beginners. In the little school book now before us, he has evinced good taste and discrimination in selecting passages in prose and in verse for the use of higher classes in schools and academies.—Many of the selections are from approved American writers.

BOYS AND GIRLS' LIBRARY OF USEFUL AND ENTERTAINING KNOWLEDGE, Nos. IX, X, XI: Harpers.—'Tales of American History,' and 'The Young Crusoe,' are the subjects of these volumes, which are well selected to form a part of the collection with which they are here identified. The Young Crusoe is a story by Mrs. Hoffland, the author of 'A Son of a Genius,' and othes tales. It is an account of the shipwreck of a lad upon an uninhabited island, and his residence there for several months alone. Like the celebrated work which suggested the story, its design is to impress upon the youthful mind the never-failing goodness of Providence, and that there is no situation, however forlorn and deplorable, which the exercise of fortitude, ingenuity, and perseverance cannot render not only endurable, but even comparatively happy.

The Tales from American History are compiled from Irving's writings relating to the discovery of this country, which, with Edwards' History of the West Indies, Robertson's America, and Miss Emily Taylor's Letters on Maritime Discovery, have afforded abundant sources to the compiler to derive many of those picturesque incidents and romantic traits of character with which the early history of the New World so abounds; and which, while they are matters of actual record, possess all the dramatic interest and attractiveness of fictitious writing. This work was manufactured abroad, and though well suited to the dawning capacity of young children, we should be sorry to see it supersede with youth generally, the more authentic abridgement made by our countryman from his own excellent original.

The above volumes, with "THE HISTORY OF JONAH," by the Rev. T. H. Gallaudet, published by Crocker & Brewster, Boston, and for sale by J. Leavitt, Broadway, make an abundant supply for our juvenile readers this week. *

LEMPRIERE'S CLASSICAL DICTIONARY, 8th American edition: *Collins & Hannay*, and *W. Dean*. [Second notice.]—Having alluded briefly to this publication in a former notice, we have thought it due to a work of so much costliness and research, on the respective parts of the publishers and editors, to give a specimen of the new matter that has been embodied in this edition. The following account of that singular people who first severed the chains with which Rome held the world in thraldom, and afterwards imposed their own laws and customs so firmly upon Europe, as entirely to supersede the civil and political institutions of the ancients, comprehends in a brief space some of the most important features of history. The writer, (Mr. Da Ponte,) while on that debateable ground of history, which lies between the fall of the Roman empire and the rise of Feudal Europe, has with no little ingenuity managed the dry business of detail so as to comprize much learned information within the narrow limits to which he was restricted. The most puzzling thing to us in all theories and accounts of the origin of the Goths, has ever been, that such swarms of people should have come from regions which, with all the aids of modern civilization, are still unable to support a population half as dense as that of the countries which they overran and conquered. The truth is, we apprehend, that the celerity of their descent upon Southern Europe is much exaggerated by historians. Sufficient stress is not laid upon the breathing spells which these bold adventurers took on their devastating march southward; or else, instead of speaking of the icebound regions from which they sprung as "the Northern Hive," which sent out such swarms, such torrents of human beings, that the rush of the stream alone, carried it in a tide of desolation over the rest of Europe, the native forests of the barbarians would only be regarded as the sources whence those germs of conquering armies were derived which, removing by stages of generations at a time to more genial climates, increased like the Israelites in the wilderness, and swelled into irresistible hordes, ere they came to the promised land.

There is another remarkable feature in the history of these fierce marauders—and that is the success of their invasion, in spite of the disunion and wars existing among themselves. How abject must have been the condition of the then civilized world, when its disciplined armies could make no stand against the naked invaders! Yet such, were it not for the invention of gunpowder, might hereafter be the fate of the most refined peoples. That invention, however, by converting war into a science, which may be taught in colleges, like other arts, in times of peace, has, by putting an end to the superiority of brute force over intellectual power, left it for mankind to pursue in quiet the arts of civilization, without incurring the risque of having the fruits of their labor wrenched from them by those who devote their lives to the use of arms alone. Cœur de Lion, who, with 17 men-at-arms, as Gibbon tells us, vanquished a thousand Saracens before the walls of Acre, might possibly charge through a regiment of modern cavalry; but a single piece of artillery discharged by a child would teach his bold lancers, that sinews toughened with years of training, and frames of iron clothed with triple steel, avail nothing against grape and canister; much less had a few cannon threatened from her battlements, would the half armed hordes of Scandinavia been able to become masters of the Imperial City seven centuries before his time. The wars and wanderings of the Goths, previous and subsequent to this event, are well detailed below: *

The most ancient records and traditions relating to the Goths, refer their first settlement in Europe to Scandinavia, where their name is extant still in that of the extensive tract of country between *Sweden Proper* and the kingdom of *Norway*. This region, separated by a narrow strait from the islands of *Denmark*, and opposite to *Rugen* and the coast of *Pomerania* on the narrowest part of the Baltic, is called *Gothland*, and was most probably the first established seat of the Gotthi in Europe. Originally one extensive nation, the Gotthi and the Vandali, in the progress of years, became divided, as a consequence of numbers and of frequent migration. Each people, however, upon this separation, appeared in subsequent history sufficient for the conduct of the most adventurous enterprizes and the subversion of the best established empires. The Goths themselves were subdivided into Ostro Goths and Visi Goths, referring to their relative geographical situation most probably, after the passage of the Baltic sea; besides which were the Gepidæ, who also belonged, as may be gathered from a comparison of manners and a collation of records, to this division of the Scandinavian horde. The Lombards, Burgundians, and Herulians, are merely to be mentioned as of Gothic blood; in Europe they made themselves known as a distinct people, or connected at most with the Vandalic stem. From the shores of the Baltic the first migration of the Goths conducted them through the savage region that intervened, to the countries lying on the Euxine Sea.—From this sea they next opened themselves a passage to the southern branch of the Borysthenes, supposed to be the *Prypee* of the present day, their numbers increasing at each march by the Venedi and Bastarnæ, who united with them in their devastations, allured by their success or terrified by their irresistible power. The province of Dacia, reduced but not subdued by the arms of Trajan, offered little resistance to the entrance of the Goths, now fixed on its confines; and through this unresisting country, abandoning the *Ukraine*, they passed, in the reign of the Roman emperor Decius, into the second Mœsia, a civilized province and colony of the Empire. The events of this war exalted the character of the Barbarians, and struck a fatal blow to the vanity of Rome; the Goths advanced as far as Thrace, defeated the emperor in person on their way, and secured an introduction within the now defenceless limits of the Empire at any future time. Their removal, on this occasion, was only effected by the payment of tribute, which Rome, still boasting her empire over the world, was content to pay to an undisciplined and half-armed tribe of barbarians. Such was the result of first descent of the Goths upon the outposts of the the Roman dominion, in the year of our Lord 252.—Diverted from the western territory of the Empire, the Goths next turned to the no less inviting regions of the east. They seized on the Bosphorus, and, passing over into Asia, they acquired an incalculable booty, effecting the subjugation of all the country through which they passed, and which offered scarcely a show of resistance to their dreaded arms. This is recorded as the first naval expedition of the Goths. A second succeeded, and a third, which brought those northern barbarians before the Long Walls of Athens, the once famous Piræus. The whole of Greece on the main land was ravaged is this descent of the Goths, who pursued their way to the borders of the sea, beyond which they could behold the coasts of Italy, which had not yet been

violated by the foot of a barbarian. Here they paused in their career of devastation and victory; numbers were induced to submit to the authority of the Roman empire, and were incorporated with the soldiers of the emperor. The rest returned, with various fortune and adventures, to their seats in the *Ukraine* and on the borders of the Euxine sea. Innumerable wars succeeded the period of this great expedition of the Goths, in which the Romans were not always sufferers; yet the Gothic power steadily increased till the appearance of an enemy as formidable as they themselves had been when they first broke the bounds of their native wilderness, who threatened war and ruin no less to the half civilized people who had preceded them in their march towards the rich capital of the world, than to that capital itself. The kingdom of the Ostro Goths then extended from the Baltic to the Euxine sea, and its throne was occupied by Hermanric, one of their greatest princes, who ruled over an immense number of tribes. The Visi Goths, at the same time, occupied the banks of the Niester and the German side of the Danubius. Before the valour and ferocity of the Huns and Alani, these once dreaded conquerors were either prostrated or put to flight; and the barbarians, who had so often sent terror to the gates of Rome, now begged its clemency, and sued to be taken under its protection and received into the Empire. The emperor Valens was then upon the throne; and in his reign the Visi Goths were transported as tributaries and subjects within the ancient limits, which had not yet receded from the Danube and the Rhine. Established in Mœsia, and for a time beyond the fear of the Sarmatians, the Goths soon began to forget their allegiance, and to desire, if not to enjoy, their old independence. The next Gothic war was conducted, therefore, within the boundaries over which the Roman emperor pretended to rule; and the conflict was no longer for the integrity of the empire, but for its existence. Huns, Alani, Ostro Goths, and Visi Goths, united in this war; but the death of the Gothic leader, and the accession of Theodosius in the east, preserved yet a little longer the Empire and its name. For some time after this, the principal seats of the Gothic tribes were in Thrace and on the coast of Asia Minor, in which, in some measure, they resided as the stipendiaries of the Emperor. The reigns of the successors of Theodosius were coeval with the elevation of Alaric to the throne of the Visi Goths; and the wars of that people were renewed with a spirit which proved that they had not yet accustomed themselves to look upon the Romans as other than their enemies, and that they considered them still as legitimate a prey as when they first broke into their empire from the regions of the north. In the year 410 the city of Rome fell into the hands of these long aspiring warriors; and all Italy, that had so long been the privileged destroyer of nations, experienced the retributive justice which had for ages been invoked against her ambition. But no permanent empire succeeded the occupation of the Goths, and the death of Alaric terminated their sovereignty in Italy. Very soon afterwards, however, they obtained a less illustrious dominion in Gaul, in which they occupied the whole of the 2nd Aquitaine on the sea-coast from the *Garonne* to the *Loire*. From this comparatively narrow territory, and which, moreover, they enjoyed but as subjects of Rome, the Goths extended themselves over all the other southern parts of Gaul, and crossing the Pyrenees, established a new monarchy in Spain.—We have thus traced the progress of the Visi Goths to their final settlement in that part of the Empire which they were to hold as a permanent possession; they here become the progenitors of the modern Spaniards, and require no longer notice from the historian of antiquity. The fortunes and fate of the other races were not yet decided; but a branch of one of them, the Heruli, was destined very soon afterwards to put an end to the still remaining name and office of imperial power, and to fix a Barbarian throne in the seat of universal empire. The reign of Odoacer, however, and his Heruli, can hardly be placed to the account of the Goths, so long had that branch been severed from the original stem. When the Visi Goths became satisfied with the possession of Hispania, another numerous horde, the Ostro Goths, still roamed without dominion equal to their courage and their wants. The last years of the reign of Odoacer embroiled him with the leader of those still craving marauders; and the overthrow of the Heruli, and of the first Barbarian empire in Italy, was succeeded by the reign of Theodoric and the dominion of the Ostro Goths, A. D. 493. About 60 years afterwards the eunuch Narses, at the head of the forces of Justin, emperor of the east, put an end to the Gothic usurpation in Italy. The above account is furnished by the accredited authority of history; but another inquiry concerning the origin of the Goths proceeds upon other data, and innumerable theories supply the place of authenticated fact. Two only seem deserving here of particular notice; the first involving the question, "were the Goths Scythians?" and the second, that of their affinity with the Germans. It seems, the better arguments are brought to prove that, in the early settlement of Europe, when a second migration from the east impelled the Celtæ beyond the Danube and the Rhine, a division of the great Teutonic horde occurred; that a large portion directed itself beyond the Sinus Codanus towards the wild countries of the present *Sweden* and *Norway*, while the rest proceeded towards the centre of Europe. These latter people were the Germans; the former were the Scandinavians, who, at a later period, recrossed the gulf or sea, and, with the name of Goths, &c. possessed themselves of the abodes which the Germans, pressing on towards the limits of the empire, were abandening almost from day to day.

MEMOIR OF THE REV. T. T. THOMASON, by the *Rev. J. Sargent, M. A.*, author of the Memoirs of Henry Martyn: N. York, D. APPLETON & Co.—The style in which this book is written is excessively bad; quaint, ambitious and affected, and addressing itself in its best points to but a very small class of the community. We shall take another opportunity of speaking of it below. The book itself is a very good one. It is the history of a fervidly pious and learned but simple minded man, and if plainly written, would have been a valuable addition, for general readers, to those works of biography which dealing rather with character than actions, teach us to draw a just estimate between the shining deeds of warriors and statesmen, and the less brilliant, but not less glorious, acts of those who court danger, privation and fatigue in disseminating the lights of knowledge and the comforts of religion in strange and barbarous lands. The Rev. Mr. Thomason was, like the lamented Bishop Heber, among the number of those high-souled individuals, who, after sacrificing the delights of home, and breaking the endearing ties that bind all there, for the sake of spreading the gospel in India, have ultimately fallen a sacrifice to their exertions in an uncongenial climate. His ministry endured for about eighteen years; during a part of which time the late distinguished Bishop of Calcutta bore the warmest testimony to his zeal and services. Bishop Heber, however, lets nothing fall in the just encomium he passes upon the clerical character of the subject of this memoir, to lead us for a moment to rank him (Mr. Thomason) as the author of his life would, with that eminent divine. Mr. Thomason was brought up as it were in the very bosom of the Church, from the early age of twelve, and, like any man who has moved but in a single sphere of life, and knows but little beyond its precincts, he was unfitted by education to become a teacher of mankind. As an expounder of Scripture, he was learned, zealous, and sincere; but as a disseminator and enforcer of its doctrines, he could hardly have been very successful, judging by the few specimens given of his discourses in the work before us. The style is mystical and figurative, made up chiefly of scriptural expressions, such as is becoming in a clergyman addressing a clergyman, but with nothing in it to take hold of a worldly mind, and "come home to the business and bosoms" of ordinary men. And this brings us again to the style of the book before us, which is of the same complexion, though heightened in degree. The vulgar use, or rather abuse, of Scriptural expressions, while it is the commonest, we hold to be one of the very worst vices of composition in a religious work. The language of the sacred Volume is almost always poetical, frequently so in the highest degree; and it should never be used in composition, unless to illustrate the loftiest subjects, and then only by those whose just perception of its beauties enables them to use it with discrimination. For, apart from the reverence attaching to it from holy association, it is as unsuited to the purposes of ordinary instruction, as would be the imaginative phraseology of Ossian to those of common conversation. It should be reserved for themes sublime, and master hands alone. But how different is the case with most writers and speakers upon religious matters. Instead of waiting till the grandeur of their subject or the ardor of composition shall strike its heavenly metaphors fresh from their minds, as the stream that gushed beneath the rod of the prophet, they open the floodgates of biblical illustration at the very commencement of their discourses, and squander the living waters as prodigally as if they would hide the barren channel over which they are made to flow. The most commonplace thoughts are dressed up in the sublimest language, and each hiatus, in their chain of reasoning, filled up with some mongrel mystical expression. This mode of writing and speaking, which is not only offensive to good taste, but really pernicious in its effect upon those addressed, is after all a mere matter of habit, and can easily be got over, if the writer, when a man of plain, strong mind, will confine himself to plain, simple speaking, and remember that unless in the way of texts and authorities, he has no more to do with the figurative language of the bible in the pulpit, than he has with the gait of a dancing master on his walk up the aisle; while, if he really have that poetic appreciation—that exquisite perception of the lofty beauties of the sacred compositions, which exist in some minds—there must be a delicacy of taste about him—a sensibility to external beauty—which will enable him generally to derive his illustrations from this breathing world around, and clothe them in language befitting his sacred office, leaving the deep and pure well of biblical literature to be drawn from only on high and solemn occasions.

There is yet another consideration, in this matter of style in religious writings; and although we have already exceeded our limits, it may be added here. The assuming and keeping up a peculiar phraseology in works of this description, tends more than any thing else to make them sealed books to nine tenths of the world. The same simplicity should be aimed at in religious writings as now prevails in all treatises upon the arts and sciences. A lawyer, who talked to his clients in the technicals of the courts, would hardly be listened to long; and the pastor who addresses his flock altogether in the language of the conventicle, is likely to have but few understanding hearers. Our pen has run on so heedlessly this morning as not to leave us room for a word of comment upon the following extracts. The first is the eloquent and forcible appeal of the American Missionaries to the Governor General of India, upon their being expelled from that country, and the second is a picture of the desolation its provinces presented to the eye of Mr. Thomason, when travelling with the Governor.

"We would solemnly appeal to your Excellency's conscience, and ask, Does not your Excellency believe that it is the will of Christ, that his gospel should be preached to these heathens? Do you not believe that we have given a credible testimony that we are ministers of Christ, and have come to this country to preach His gospel? Would not prohibiting us from preaching here be a known resistance to his will? Can you justify such an exercise of your power to your God and final Judge?

"It is our ardent wish that your Excellency would compare most seriously such an exercise of civil authority with the general spirit and tenor of our Saviour's commands. We most earnestly entreat you not to send us away from these heathens. We entreat you by the time and money already expended on our mission; by the Christian hopes and prayers attending it; we entreat you by the spiritual misery of the heathen daily perishing before your eyes; we entreat you by the blood of Jesus, which was shed to redeem them; as ministers of Him who has all power in heaven and earth, and who with his farewell and ascending voice, commanded his ministers to go and teach all nations, we entreat you not to prohibit us from teaching these heathens. By all the principles of our holy religion by which you hope

to be saved, we entreat you not to prevent us from preaching the same religion to these perishing idolaters. By all the solemnities of the judgment day, when your Excellency must meet your heathen subjects before God's tribunal, we entreat you not to hinder us from preaching to them that gospel, which is able to prepare them, as well as you, for that awful day.'

'To have once taken the tour of the Bengal provinces, will be of great advantage in future operations. But there is nothing to tempt a second visit. To a feeling heart, the prospect of desolation is most distressing. The country affords much to gratify a naturalist, and an antiquarian; but the pursuits of such persons require time and leisure. We only passed through, and saw the immense plains of Hindostan, in all their nakedness. the dire effects of those contentions, which for centuries have depopulated the country, and covered its face with ruins. 'The ruins of Delhi are of surprizing extent, reaching sixteen miles or more; a sickening sight! O it made us sad to go through the awful scene of desolation. Mosques, temples, houses, all in ruins; piles of stones, broken pillars, domes, crumbling walls, covered the place. The imperial city presents nothing but the palace to give an idea of its greatness, and only appears grand from the magnificent wall with which it is surrounded, which still retains its beauty—being built of hard stone. Within is poverty and departed grandeur—all is going to decay. The famous hall of audience remains, built of marble, richly inlaid with stones sufficiently beautiful to realize all our expectations. We saw in the gardens the reigning prince, the poor representative of Timur's house. He was taking an airing, carried on a Tonjoh—(a chair borne on shoulders) preceded by a train of attendants bawling out his titles; he bowed to us, and appeared an intelligent man. The courts of the palace—the attendants—the offices of the servants—all gave an appearance of wretchedness one could not behold without a sigh.'

The new work on Chronology just published by Jonathan Leavitt, shall have full justice done it in our next.

Lectures for Common Schools.—We take pleasure in publishing the annexed notice—and shall repeat it from time to time, in the hope that it may attract the attention of some minds gifted with the high faculty of imparting sound and accurate knowledge, in plain and comprehensive language; and no higher or more beneficial employment of the loftiest faculties can be devised, than that of thus ministering to the instruction of the young:

Notice to Literary Persons.—A deposit has been made with the Life Insurance and Trust Company, in the city of New York, subject to the control of the subscribers and their associates, for the purpose of procuring Lectures, or Essays, on various subjects connected with scientific education, to be read in Common Schools of this State. To carry this purpose into effect, the subscribers give notice that they, or either of them, will receive manuscript essays or lectures, on the following subjects, at any time before the first day of January next; and that, to the author of such of them as shall be selected and approved, by the Superintendent of Common Schools and the subscribers and their associates, there will be paid the premiums hereinafter mentioned.

Should parts of several lectures be taken, the premium for the course of lectures on that particular subject, will be divided among their authors, in proportion to the quantity taken. The lectures are to be adapted to the capacities of children, and are to be divided into portions or sections, one of which can be conveniently read in half an hour.

The following are the subjects, on each of which, a course or series of lectures is now solicited:—

1. On the application of Science to the useful arts—for the best course of lectures on which, a premium of two hundred dollars will be paid.

2. On the principles of Legislation—the premium will be one hundred dollars.

3. On the intellectual, moral and religious instruction of the youth of this State by means of Common Schools—the duty of affording such instruction—and the improvements of which the system may be susceptible—a premium of two hundred and fifty dollars.

It is not expected that the essays will be entirely original either in matter or manner, but rather that the best authorities will be consulted; and even abstracts of the writings of approved authors will be received, if the original authority is designated. It is not desirable that the lecturer should dwell on detail, except where it may be useful for the purpose of illustration; nor will the brevity, which is essential to the plan, permit full elementary instruction on the subject of the course of essays. General principles and results, and those striking and plain illustrations which will excite attention and inquiry—which will be calculated to deposit in the youthful mind the seeds of knowledge and lead it to investigation and reflection, will best promote the object in view.

It is desired that the authors will not communicate their names with their essays: and that they will not furnish any means by which they may be known, until after the selection is made. They are requested to adopt some motto or fictitious signature; and to accompany their communications with a sealed note, containing the address of the author, on which will be endorsed the motto or signature used in the essay. Such of the notes will be opened, as have an endorsement corresponding with that of the selected lectures, to which a premium shall be awarded: the others with their accompanying essays, will be subject to the direction of their authors.

The lectures selected will be printed and distributed to every common school in this State: and subject from time to time to such use, the authors may, if they please, secure the copy-right of their productions.

Essays will be received from any quarter, either in this country or from abroad, and may be transmitted to either of the subscribers at their charge.

May 20, 1833.

John C. Spencer, Canandaigua, N. Y.
Benjamin F. Butler, Albany, N. Y.
Philo C. Fuller, Geneseo, N. Y.

☞It is hoped that editors of newspapers generally, will be willing to promote the meritorious objects of this notice, by giving it a few insertions in their papers, gratuitously.

FOREIGN INTELLIGENCE.

By the *Henry IV.* we have our Paris files to 17th May inclusive. The only really important item of news—and that, if authentic, is important—is the rupture for the second or third time, of the negotiations between the Porte and the Egyptians. According to the latest Constantinople dates, Mehemet Ali had become more exacting in his terms, and the Turks, owing to the approach and support of the Russians, were less disposed to yield any thing. European intrigue is, we take it for granted, at the bottom of all this vacillation of councils, and if so, a European war is more and more probable.

The Duchess of Berri, whom her recent marriage has politically annihilated, is now to be set at liberty. She was probably only detained in custody until, by her confinement, the fact of her having contracted engagements incompatible with her claim to be Regent for her son, the soi-disant Henry V., could be irrefutably established. That such precaution was, in this point of view, necessary, is manifest from the pertinacity with which, even now, the ultra legitimists persist in treating the whole story of her marriage and maternity as a fiction.

The Gazette de France, of 17th May, says, "We have this moment received from Bordeaux a letter of the 12th, from a person in whom we have full confidence, stating that the Government had formally assured *Madame* that she should speedily be set at liberty. This promise had already produced a striking improvement of her health."

The Journal des Debats of 16th, says—"It is confidently stated that the *Duchess of Berri* will be sent to Palermo as soon as her condition will allow of it."

The Gazette de France states, as a rumor daily acquiring more consistency, that the French Ministry, and especially Messrs. du Broglie, Guizot and Thiers, contemplate a dissolution of the Chamber of Deputies at the close of its present session. The reason assigned by the Gazette for such a step, is the desire of the ministers named to re-establish the hereditary peerage. But that we should think impossible—revolutions do not go backwards.

The Belgian and Dutch question is still in agitation, with no prospect of a speedy termination.

The Belgian King is said to have received a cold reception at Gand.

It was reported in the Chamber of Deputies that the journey of the Duke of Orleans to London had been the cause of several duels. It was said that a rencontre had taken place between Achille Murat, son of the late King of Naples, and Gen. Marbot, aid de camp of the Duke of Orleans. Another rencontre is said to have occurred between the Prince Royal and Prince Lewis Bonaparte. These rumors are not vouched for, as they are not spoken of in private letters nor in the London journals.

Paris, May 16.—The rumors which have been in circulation for two days past, of a rupture of the negotiations between Ibrahim Pacha and the Porte, are confirmed to-day by the Augsburg Gazette, which contains the following article:—

Constantinople, April 23.—(By express.)—I hasten to inform you, that the negotiations with Ibrahim are still interrupted, and that we expect here that hostilities will be resumed. Ibrahim has received orders from his father, not to give up the district of Adana, and he will not evacuate Anatolia before the Sultan has ceded that district. But the Sultan will no longer listen to this cession; he has declared on the contrary, that having given sufficient proofs of condescension, he now retracts all his concessions. The Sultan, therefore, considers all the proposals hitherto made null and void, now that a Russian army is arrived to protect him. He has an entire confidence in Russia, and Admiral Roussin has been completely deceived. I have told you repeatedly in my previous letters, that the Porte only negotiated to gain time, and this, it appears, has not been believed either at head-quarters at Koniah, nor by the French Embassy, where they now reproach themselves with not having foreseen the real intentions of the Ottoman Porte; for Ibrahim will not dare attack the Russian camp, and if he loses time, it will be difficult for him to keep the field. The principal corps of the Russian army will arrive on the 15th May at Constantinople, and immediately assume the offensive. The most perfect understanding reigns between the Russian troops and the Turkish authorities: each party overwhelms the other with politeness, and the Sultan pays particular attention to the supply of the army of his auxiliary. At present there are 14000 Russians in the camp near Scutari, and to-morrow 400 Turkish artillery men will join them. Russian officers have been sent to the Dardanelles, to put the castle in a state of defence. The war thus now appears about to commence seriously. What events shall we witness! The most perfect tranquility reigns in the capital, and no doubt the presence of the Russians has greatly contributed to preserve it."

Falkland Islands.—Advices from the Falkland Islands come down to April 4th. H. B. Majesty's surveying sloop Beagle, of 10 guns, arrived there on the 2d. About 30 persons of all nations now constitute the colony at the Falklands. It seems to be understood at Buenos Ayres that these Islands now belong to the British. In other words, Jonathan has shaken the tree, and John has picked up the apples.

SUMMARY.

Westpoint.—The following list presents the names of the first five Cadets of each class attached to the Army Register, conformably to a regulation for the government of the Military Academy, requiring the names of the most distinguished Cadets, not exceeding five in each class, to be reported for that purpose after each annual examination.

The Cadets of the first class having completed their academic course, have left the institution.

FIRST CLASS.....	Frederick A. Smith, Massachusetts.
	Jonathan G. Barnard, do.
	George W. Cullum, Pennsylvania.
	Rufus King, New York.
	Francis H. Smith, Virginia.
SECOND CLASS..	William Smith, New York.
	John Sanders, Florida.
	Robert Allen, 1st Maryland.
	Harrison Loughborough, Kentucky.
	William T. Stockton, Pennsylvania.
THIRD CLASS.....	Charles H. Bigelow, Massachusetts.
	Charles J. Whiting, Maine.
	George M. Legate, New York.
	John H Martindale, do.
	Thomas T. Gantt, Maryland.
FOURTH CLASS..	James L. Mason, ——.
	Danville Leadbetter, Maine.
	Alexander Hamilton, New York
	Barnabas Conkling, do.
	Joseph R. Anderson, Virginia.

We find the following paragraph in the Louisville (Ky.) Journal of 17th instant:

Senator Buckner.—A gentleman from St. Louis informs us, that the Hon. Mr. Buckner, member of

he U. S. Senate, died last week of the Cholera. His lady died of the same disease and at about the same time.

NEW-ORLEANS, JUNE 8.—The Mississippi is falling, and was yesterday 3 feet 9 inches below high water mark. The weather continues without the smallest perceptible change—the sun burning hot, and in the shade where the wind has access, (there being a constant stiff south-eastern breeze) it is, to us at least, disagreeably cool, and must be unhealthy, by too suddenly stopping perspiration—then, there has been no rain, since we know not how long, and the atmosphere is a cloud of dust in every street where there is business enough to stir it up. It is difficult to imagine a place more disagreeable than this at this moment.

We find the following queer announcement in the Westfield Eagle, printed in Chatauque county, in this State:

LEWIS C. TODD has renounced Universalism. We believe there is not another preacher of that doctrine in the county.

ANECDOTE OF JOHN RANDOLPH.—The Hon. Peter ——, who was a watch-maker, and who had represented B—— county for many years in Congress, once made a motion to amend a resolution offered by Mr. Randolph, on the subject of military duties.—Mr. Randolph rose up after the resolution had been offered, and drawing his watch from his fob, asked Mr. —— what o'clock it was? He told him. 'Sir,' replied the orator, 'you can mend my watch, but not my motions; you understand *tictics*, but not tactics.'

Great Freshet.—On Friday afternoon last, the Raritan River commenced rising with great rapidity, and before 12 o'clock at night, the water was on the wharves at New Brunswick. Large quantities of pine wood, timber, flour, &c., were swept off; and so thickly was the river covered with the floating property, that a man of ordinary agility could have crossed over with nearly as much safety as on a bridge. At South Amboy it also did much damage. A passenger from Philadelphia informs us that, in passing up on Saturday, he saw upwards of eighty barrels of flour floating down the stream, together with the roof of a building supposed to have been a mill.—[Standard.]

SHAWNEETOWN, (ILLINOIS) JUNE 8.—*Steamboat Burnt.*—On the 29th ult. the Steamboat 'Forrester,' owned by Captain Earheart, of this place, was discovered to be on fire while discharging her freight at Baxter & Hixon's landing, on the Cumberland River; but the fire had spread so rapidly before discovered, as to render all efforts to extinguish it unavailing.—The Forrester was loaded chiefly with Salt. 325 barrels of salt were, together with all the other contents, consumed.

Varieties.—The Schr. Nile has arrived at Boston, from Hallowell, with 100 bushels of *shoe pegs!*—The Mercury has arrived from Eleuthera with a cargo consisting of 31,584 *pine apples!*

COLUMBUS, (GEO.) JUNE 15.—*Cholera—Famine.*—The fear at first produced in this place by the approach of the cholera, seems to have entirely passed away, and given place to the fear of another scourge equally painful—that is famine.

Since the rumor reached this place that the Cholera was at the Bay, there has been a great scarcity of the produce of the country in our market. A few barrels of flour arrived the other day, and were sold off immediately at $13 per barrel.

Pedestrianism.—The gentleman who has engaged to walk a distance of 2,000 miles in seventy days, living the whole time on bread and water, was weighed at Fuller's Gymnasium on Sunday morning. He weighed in his pantaloons, shirt, and light shoes, 118lbs. Yesterday morning he set off on his arduous undertaking. At a quarter past 10 o'clock, he reached East Chester, and expected to be at the Tontine, in New Haven, by night.—[Courier.]

Letters (says the Gazette of this morning) were received yesterday as late as the 6th ult. from on board the U. S. frigate United States, then at Genoa. All were well on board.

PRINCETON, JUNE 22.—The corner stone of the new College building in this place, was laid on Thursday last. It is expected that the walls will be reared by the ensuing autumn. The edifice will be 100 feet in length by 40 in depth, and 4 stories high.—[Cour.]

[*From the Boston Atlas of Tuesday.*]

DOCKING OF OLD IRONSIDES.—That splendid structure, the Dry Dock at the Navy Yard in Charlestown, commenced in June 1827, and lately finished, was opened yesterday morning at 5 o'clock to receive the frigate Constitution. The veteran Isaac Hull had the command of the ship, and with his speaking trumpet in hand, trod the deck, as well he might, with a proud spirit. On board the frigate, were the Vice President, the Secretary of the Navy, the Secretary of War, Hon. Joel R. Poinsett of South Carolina, His Excellency Governor Lincoln, His Honor the Lieut. Governor, and many distinguished strangers, who are now the guests of the city. At half past 5, a salute was fired from a battery in the yard, and the gates of the Dock were opened. In about 25 minutes the gallant ship was safely lodged within and the hundred horse power engines immediately commenced pumping out the water, the Columbus 74 paying a grand salute to the occasion with her long thirty-two pounders.

After the entrance of the Constitution into the Dock, Com. Hull delivered three canes to the Secretary of the Navy, made of the original timber of the ship, which he stated were intended for the President, Gov. Lincoln and Mr. Poinsett of South Carolina.

Mr. Woodbury observed that he felt much pride in being selected as the individual to deliver the presents to the distinguished personages for whom they were designed. It added to his proud satisfaction to do the act on the deck of a ship that had accomplished so much for our National character, and which was so justly a public favorite. So far as it was in the power of man to preserve a vessel which was an emblem of this mighty Republic, and from whose bond of union it derived its name, he hoped that it would be done.

He regretted deeply that the indisposition of the President prevented his being present on the occasion, and he would therefore place in the hands of the Vice President the gift designed for the Chief who was richly entitled to the appellation of 'First in War, First in Peace, and First in the hearts of his Countrymen.'

The presents were then placed in the hands of the respective gentlemen, who returned their thanks in an appropriate manner.

Commodore Elliott, it will be recollected, commanded the Naval station at Charleston during the last winter and had ample opportunity to witness the noble stand taken by Mr. Poinsett against the Nullifiers and in defence of the Federal Constitution.

The gift to this eminent patriot could not therefore have been otherwise than gratifying. In making his acknowledgments, he said that he was proud to be a citizen of these United States and he was also proud that he was a native of South Carolina. Though some of the leading politicians of that State had pursued a course that was at war with the existence of the Union, he was happy in having an opportunity to say, that their voice was not the voice of the people.

Commodore Hull gave his orders on board in true sailor-like character. To his remark that he was not at home in making speeches, Commodore Elliot replied, 'No matter, my friend—make your speech as short as your fight and all will be satisfied.'

A society has been formed in New Haven, Connecticut, for the purpose of "improving the city in its architecture and its scenery." The following extracts from its first reports given in a morning paper indicate the views and spirit with which the association is to be conducted:

There are various subjects connected with economy and durability of architecture, upon which the public need to be better informed. Such are the following:—the comparative cost of stone, brick, wood, and stucco—their relative durability—their peculiar properties as respects warmth, dryness, and healthfulness—the most economical and effectual modes of warming: the structure and position of wells and cisterns—the relative value of different kinds of roofing, as shingles, slate, tin or zinc.

Nor would the enquiries respecting convenience, economy, and durability, be confined to dwelling houses; but they would extend to out houses, stores, and architectural structures of every kind both public and private.

In the third place, the improvement of the public taste, and the embellishment of the city upon classic models, the Committee view as one of the principal and most important objects of the proposed association. * * * * *"

It is not supposed that large funds will be required to accomplish the views of the association. Funds, however, to some extent, will be necessary, in order to defray the expense of drawings and engravings; and perhaps the publication of the reports or volume of Transactions may require some aid from the association, though it is believed that the copy-right of such a work would pay the expenses of preparation and publication.

A comparatively short period would probably be sufficient to accomplish the objects in view of the association, and it is not contemplated to prolong its existence beyond the time necessary to effect this purpose.

Benefits to be anticipated from the proposed association:—

In the first place, we regard whatever conduces to elevate and refine the public taste—to place daily before the eyes fine models of architecture, and beautiful scenery, as a source of rational gratification. It furnishes, moreover, much encouragement to attempt these improvements, that good taste, in regard to architecture, gardening, court yards, public squares, and rural embellishments, as shade trees and shrubbery, are not necessarily expensive. A cottage constructed in fine proportions, neatly painted, and surrounded with a handsome enclosure, embracing fine shade trees, and beautiful shrubs and flowers, is frequently an object of more admiration and delight than the most costly mansion unaccompanied by these ornaments of the vegetable kingdom. Art is expensive, and her higher productions are inaccessible to all but the wealthy. Nature has placed many of her finest productions within the reach of every man. Nature and art combined have wonderful powers to exalt each other.

MISCELLANY.

[*From Verplanck's Discourses.*]

THE CHARACTERISTICS OF AMERICAN HISTORY.

It has not, like the history of the old world, the charm of classical or romantic associations, and it bends itself with difficulty and without grace, to the purposes of poetry and fiction. But in ethical instruction, in moral dignity, it has no equal.

The study of the history of most other nations fills the mind with sentiments not unlike those which the American traveller feels on entering the venerable and lofty cathedral of some proud old city of Europe. Its solemn grandeur, its vastness, its obscurity, strike awe to his heart. From the richly painted windows, filled with sacred emblems and strange antique forms, a dim religious light falls around. A thousand recollections of romance and poetry, and legendary story, come thronging in upon him. He is surrounded by the tombs of the mighty dead, rich with the labors of ancient art, and emblazoned with the pomp of heraldry.

What names does he read upon them? Those of princes and nobles, who are now remembered only for their vices; and of sovereigns, at whose death no tears were shed, and whose memories lived not an hour in the affections of their people. There, too, he sees other names, long familiar to him for their guilty or ambiguous fame. There rest the blood-stained soldier of fortune—the orator, who was ever the ready apologist of tyranny—great scholars, who were the pensioned flatterers of power—and poets, who profaned the high gift of genius, to pamper the vices of a corrupted court.

Our own history, on the contrary, like that poetical temple of fame reared by the imagination of Chaucer, and decorated by the taste of Pope, is almost exclusively dedicated to the memory of the truly great; or rather, like the Pantheon of Rome, it stands in calm and serene beauty amid the ruins of ancient magnificence and "the toys of modern state." Within, no idle ornament encumbers its bold simplicity. The pure light of heaven enters from above and sheds an equal and serene radiance around. As the eye wanders about its extent, it beholds the unadorned monuments of brave and good men who have greatly bled or toiled for their country, or it rests on votive tablets inscribed with the names of the best benefactors of mankind.

Hic manus, ob patriam pugnando, volnera passi,
Quique sacerdotes casti, cum vita manebat,
Quique pii vates, et Phœbo digna locuti,
Inventas aut qui vitam excoluere per artes,
Quique sui memores, alios fecere merendo.

(*Translation.*)

Patriots are here, in Freedom's battles slain,
Priests, whose long lives were closed without a stain,
Bards worthy him who breathed the poet's mind,
Founders of arts that dignify mankind,
And lovers of our race, whose labors gave
Their names a memory that defies the grave.

VIRGIL.—From the MS. of Bryant.

SOURCES OF NATIONAL PRIDE.

Doubtless, this is a subject upon which we may be justly proud. But there is another consideration, which, if it did not naturally arise of itself, would be pressed upon us by the taunts of European criticism.

What has this nation done to repay the world for the benefits we have received from others? We have been repeatedly told, and sometimes, too, in a tone of affected impartiality, that the highest praise which can fairly be given to the American mind, is that of possessing an enlightened selfishness; that if the philosophy and talents of this country, with all their effects, were for ever swept into oblivion, the loss would be felt only by ourselves; and that if to the accuracy of this general charge, the labors of Franklin present an illustrious, it is still but a solitary, exception.

The answer may be given, confidently and triumphantly. Without abandoning the fame of our eminent men, whom Europe has been slow and reluctant to honor, we would reply: that the intellectual power of this people has exerted itself in conformity to the general system of our institutions and manners; and therefore, that for the proof of its existence and the measure of its force, we must look not so much to the works of prominent individuals, as to the great aggregate results; and if Europe has hitherto been wilfully blind to the value of our example and the exploits of our sagacity, courage, invention, and freedom, the blame must rest with her, and not with America.

Is it nothing for the universal good of mankind to have carried into successful operation a system of self-government, uniting personal liberty, freedom of opinion, and equality of rights, with national power and dignity; such as had before existed only in the Utopian dreams of philosophers? Is it nothing, in moral science, to have anticipated in sober reality numerous plans of reform in civil and criminal jurisprudence, which are but now received as plausible theories by the politicians and economists of Europe? Is it nothing to have been able to call forth on every emergency, either in war or peace, a body of talents always equal to the difficulty? Is it nothing to have, in less than half a century, exceedingly improved the sciences of political economy, of law, and of medicine, with all their auxiliary branches; to have enriched human knowledge by the accumulation of a great mass of useful facts and observations, and to have augmented the power and the comforts of civilized man, by miracles of mechanical invention? Is it nothing to have given the world examples of disinterested patriotism, of political wisdom, of public virtue—of learning, eloquence, and valor—never exerted save for some praiseworthy end? It is sufficient to have briefly suggested these considerations; every mind would anticipate me in filling up the details.

No—Land of Liberty! thy children have no cause to blush for thee. What though the arts have reared few monuments among us, and scarce a trace of the Muse's footstep is found in the paths of our forests, or along the banks of our rivers; yet our soil has been consecrated by the blood of heroes, and by great and holy deeds of peace. Its wide extent has become one vast temple and hallowed asylum, sanctified by the prayers and blessings of the persecuted of every sect, and the wretched of all nations.

Land of Refuge—Land of Benedictions! Those prayers still arise, and they still are heard: "May peace be within thy walls, and plenteousness within thy palaces!" "May there be no decay, no leading into captivity, and no complaining in thy streets!" "May truth flourish out of the earth, and righteousness look down from Heaven!"

INDIANS OF SOUTH AMERICA.—C. Cushing, Esq. in his interesting *Reminiscences of Spain*, makes these remarks:

The destiny of the Indian races in Spanish America has been widely and remarkably different from what it is in the United States. Here the aboriginal nations have little or no physical weight in the progress of events, and are scattered, in weak tribes, over the face of the land, withering and dwindling daily before the overpowering beams of civilization. There, they constitute a large and important element in the population, aggregated into powerful masses, capable by themselves alone of exerting a decided influence upon affairs, and holding, whether as independent communities, or as the subjects of the Spanish Americans, a rank in the scale of public estimation from which no conceivable change of dynasty or governments can cast them down, and possessing importance which the late revolution has powerfully contributed to strengthen and perpetuate.

Of the independent nations, like the Araucos, the Abipenians, and the various other tribes in the vast interior regions of the continent, who have never bowed the neck under the Spanish yoke, the spirit, vigor and numbers are well known to be far from contemptible. The possession of that noble animal, the horse, especially, by bestowing pastoral habits on the wanderers of the immense savannahs of the South, has communicated an energy and a power of forcible and rapid impression to the movements of the Indians, through the means of which, should they ever become concentrated by any common point of union, they would infinitely surpass, in barbaric splendor, the achievements of the ancient Peruvians and Mexicans. With these Arabs of the West, compare the Creeks, Cherokees, and other tribes in the United States, who, hemmed in by our fixed population, have no resource but either to adopt the manners of civilized neighbors, to be gradually extinguished, or to fly with the feeble remnants of their might beyond the Mississippi: and how striking is the relative consequence of South Americans! These nomadic nations, therefore, who sweep the verdant plains of the South, on steeds tameless and swift as the winds, uniting the errant propensities of the Indian hunter and the Tartar horseman, are peculiar objects of interest to the philosophic observer of events intrinsic to America.

But other portions of the Indian population are fast attaining importance from quite different causes. Among these are the Peruvians, and the observation may serve as an apology for now rescuing from unmerited oblivion some of the obscurer incidents of their political history. They have been a despised and an oppressed race. The hand of power has fallen heavily upon them in every age, from the days of the conquest, when the lawless bands of Pizarro trampled on the nation, down through the tyranny of many a provincial autocrat, to the time when Tupa Catari shook the walls of La Paz with the cry of liberty or death, and the limbs of Tupac Amaru were torn asunder by four wild horses. But a ray of hope smiles upon their future prospect. The revolution has raised them, in common with the other degraded castes, from the dust where they had been grovelling for centuries. In this democracy, rank must follow the lead of talent; and in South America, men of Indian descent, particularly those of mixed blood, begin to learn their consequence from the fortune of war. Mulattoes and *mestizos* are amongst the best and bravest soldiers of the revolution; and some of them have arisen upon its stormy waters to that distinction, which, in times of civil commotion, it is impossible to withhold from superior qualities. It may be long ere the multifarious and many-colored classes which compose the population of the revolutionized countries, will acquire the regular and systematic movement of our own more fortunate land. But whether in peace or in war, in times of discord or of tranquility, a race of men, which rises to two thirds of the whole population, which furnishes the laborers, and mans the fleets and armies of a republican country, cannot easily relapse into insignificance, or into the state of abject servitude. And a permanent melioration of condition is therefore the necessary consequence of the actual position of the Peruvians."

[*From Mrs. Jamieson's Loves of the Poets.*]

SHAKSPEARE.—It is not Shakspeare as a great poet, bearing a great name,—but Shakspeare in his less divine and less known character,—as a lover, and a man, who finds a place here. The only writings he has left, through which we can trace any thing of his personal feelings and affections, are his Sonnets.

Of these there are many which are without doubt inspired by the real object of a real passion, of whom nothing can be discovered, but that she was dark-eyed and dark-haired, that she excelled in music; and that she was one of a class of females who do not always, in losing all right to our respect, lose also their claim to the admiration of the sex who wronged them, or the compassion of the gentler part of their own, who have rejected them. This is so clear from various passages, that unhappily there can be no doubt of it. He has flung over her, designedly it should seem, a veil of immortal texture and fadeless hues, "branched and embroidered like the painted spring!" but almost impenetrable even to our imagination. There are few allusions to her personal beauty, which can in any way individualise her, but bursts of deep and eloquent reproach, and contending emotions, which show, that if she could awaken as much love and impart as much happiness as woman ever inspired or bestowed, he endured on her account all the pangs of agony, and shame, and jealousy;—that our Shakspeare,—he who, in the omnipotence of genius, wielded the two worlds of reality and imagination in either hand, who was in conception and in act scarce less than a GOD, was in passion and suffering not more than MAN.

SIR PHILIP SYDNEY. At the very name of Sir Philip Sydney,—the generous, gallant, all-accomplished Sydney,—the roused fancy wakes, as at the sound of a silver trumpet, to all the gay and splendid associations of chivalry and romance.

The Stella of Sydney's poetry, and the Philoclea of his Arcadia, was the Lady Penelope Devereux, the eldest sister of the favorite Essex. While yet in her childhood, she was the intended bride of Sydney, and for several years they were considered as almost engaged to each other: it was natural, therefore, at this time, that he should be accustomed to regard her with tenderness and unreproved admiration, and should gratify both, by making her the object of his poetical raptures.

So far Stella appears in a most amiable and captivating light, worthy the romantic homage of her accomplished lover. But a dark shade steals, like a mildew, over this bright picture of beauty, poetry, and love, even while we gaze upon it. The projected union between Sydney and Lady Penelope was finally broken off by their respective families, for reasons which do not appear.

TASSO.—Leonora d'Este, a princess of the proudest house in Europe, might have wedded an emperor, and have been forgotten. The idea, true or false, that she it was who broke the heart and frenzied the brain of Tasso, has glorified her to future ages; has given her a fame, something like that of the Greek of old, who bequeathed his name to immortality, by firing the grandest temple of the universe.

MILTON.—There is a tradition mentioned by all his biographers, that while Milton was a student at Cambridge, an Italian lady of rank, who was travelling in England, found him sleeping one day under the shade of a tree, and struck with his beauty, wrote with her pencil on a slip of paper, the pretty madrigal of Guarini, which Menage translated for Madame de Sevigne, "Occhi, stelle mortali," and leaving it in his hand, pursued her journey.

It is a curious circumstance, and one but little consonant with the popular idea of Milton's austerity, that the object of his poetical homage, and even of his serious admiration, was an Italian singer; but it must be remembered, that Milton the son of an accomplished musician, was, by nature and education, peculiarly susceptible to the power of sweet sounds.

I cannot find that either Leonora Baroni, or her mother Adriana, ever appeared on a stage; yet their celebrity had spread from one end of Italy to the other. Milton joined the crowd of Leonora's votaries at Rome, and has expressed his enthusiastic admiration, not only in verse but in prose.

Milton was three times married. The relations of his first, (Mary Powell,) who were violent royalists, and ashamed or afraid of their connection with a republican, persuaded her to leave him. She absolutely forsook her husband for nearly three years, and resided with her family at Oxford, when that city was the head-quarters of the King's party. "I have so much charity for her," says Aubrey, "that she might not wrong his bed; but what man (especially contemplative,) would like to have a young wife environed and stormed by the sons of Mars, and those of the enemie partie?"

Milton, though a suspicion of the nature hinted at by Aubrey never rose in his mind, was justly incensed at this dereliction. He was on the point of divorcing this contumacious bride, and had already made choice of another to succeed her, when she threw herself, impromptu, at his feet and implored his forgiveness. He forgave her: and when the republican party triumphed, the family who had so cruelly wronged him found a refuge in his house. This woman embittered his wife for fourteen or 15 years.

Milton's second and most beloved wife (Catherine Woodcock) died in child bed, within a year after their marriage.

After her death—blind, disconsolate, and helpless—he was abandoned to petty wrongs and domestic discord; and suffered from the disobedience and unkindness of his two eldest daughters, like another Lear. His youngest daughter, Deborah, was the only one who acted as his amanuensis, and she always spoke of him with extreme affection. On being suddenly shown his picture, twenty years after his death, she burst into tears.

These three daughters were grown up, and the youngest about fifteen, when Milton married his third wife, Elizabeth Minshull. She was a kind-hearted woman, without pretensions of any kind, who watched over his declining years with affectionate care. One biographer has not scrupled to assert, that to her tender reverence for his studious habits, and to the peace and comfort she brought to his heart and home, we owe the Paradise Lost. If true, what a debt immense of endless gratitude is due to the memory of this unobtrusive and amiable woman!—[From Mrs. Jamison's Loves of the Poets.]

JOHN RANDOLPH, OF ROANOKE.

No. VI.

"*Feb.* 19, 1825.

"In return for your very agreeable letter of the "13th, I am almost ashamed to send you this cos- "tive reply; but my health is worse than ever, and "I have suffered more within three days past from "my accident at Stoney Stratford, than I did at the "time when the injury was received.

"I have seen Mr. Robert Owen. He is in raptures "with his new purchase. He says that although "he has no concealments, and hates to have any "thing to conceal, yet at Rapp's request he has not "mentioned the price. It is certainly nothing like "the sum mentioned in the papers. He has bought "every thing, flocks, herds, &c. as it stands.

"Thanks for your Irish news. It always gives "me pleasure to hear from that quarter, and of such "men as Spring Rice and the Knight of Kerry. Suc- "cess to their schemes, for they have the good of "mankind in view.

"Believe me to be with the utmost respect and "regard, truly yours, J. R. of R."

"*Christmas day*, 1826.

"Perhaps you will have thought it strange that "no notice has been taken of your letter of the 19th "inst.; but my excuse is that I have this moment "found it among a mass of loose papers where some "officious attendant had thrust it. Be assured that "I retain a pleasing recollection of the acquaint- "ance that I had the good fortune to form with you "on our passage to England, and of the agreeable "hours that we have spent together.

"As you suppose, I did not visit Ireland this year, "neither was I so fortunate as to meet with that ex- "emplary son of hers, Mr. S. Rice. Lord L—— "told me that he was in Ireland, engaged in his "election.

"When you write to your friends in Ireland, be "so good as to mention me to your father and Mr. "F.—not forgetting your brother also—as one who "cherishes the remembrance of their civilities and "hospitality. J. R. of R."

"*April* 25, 1828.

"I am bleeding at the lungs, and see no company "—do not converse with my friends under this roof, "and am incapable of conversation, or any thing else, "except riding on horseback. You would hardly "recognize your old acquaintance in my ghostly "visage.

"Now Spring returns, but not to me returns
"The vernal joy my better days have known;
"Dim in my breast Life's dying taper burns,
"And all the joys of life with health are flown!"

"Yrs. J. R. of R."

"*January* 21, 1829.

"I have seen with deep concern the account of "the failure of the house of Frys & Chapman, Lon- "don. Knowing, as I think you do, my high admi- "ration of the character of Mrs. Elizabeth Fry, with "whom I have the pleasure of a personal acquaint- "ance, you will readily conceive the interest which I "feel particularly for her. I spent a delightful day "at Mr. Fry's country house in Essex, somewhat "more than two years ago, and passed the night there. "This circumstance only renders more lively the "regret that I feel at the late reverse of their for- "tune. I know that Mrs. Fry's brothers are men "of opulent estate, and the connexions of the family "generally are wealthy. This gives me consolation "on her account. The object of this letter is, as "you will have perceived, to obtain any information "that you may have on this subject. It will be "gratifying also to hear of any other of our English "or Irish friends. J. R. of R."

"*January* 30, 1829.

"I am indebted to you for two most obliging letters, "which I am entirely at a loss how to repay, except "by my poor but hearty thanks. Any intelligence "which you can furnish me with respecting our "English and Irish friends, will at all times be highly "welcome.

"In excuse for not having congratulated you (as I "now do most cordially) on your recent change of "state, I must beg to suggest how awkward would "have been my predicament in case the Mr. —— "whose marriage I saw announced in the newspapers "should *not* have proved to be my old fellow passen- "ger in the Amity, but another gentleman of the "same name in the vast and populous city of New "York. I am truly concerned to hear of the loss of "Mr. F——. I have a lively recollection of the morn- "ing that I breakfasted with him on my way to O'- "Brien's bridge and Loch Derg. Yet it must be a "consolation to all who knew him that he died in the "'blessed' vocation of the 'Peacemaker.'

"I am sorry that I can give you no comfort on the "subject of the Tariff. It will hardly be touched this "Session.

"Writing being particularly injurious to my disor- "der, (of the chest) I must conclude with a not very "modest request that you would let me hear from "you frequently. With great respect and regard, I "am yours, J. R. of R."

Whilst Mr. Randolph was in Richmond, attending the State Convention for altering the Constitution of Virginia, I received the following letter from him:

"*November* 27, 1829.

"Yesterday I had the pleasure to receive your "letter of 21st, which reminds me that a former one "has remained too long unacknowledged. In excuse, "I may truly plead the wearisome nature of my pre- "sent avocation—age, disease, and, worst of all, "lassitude and languor, that cause even my small "correspondence upon matters of business to accu- "mulate upon me.

"A very lame and crippled report of me has gone "forth in the Enquirer—one that I am ashamed to "see, and which, in justice as well as mercy towards "me, I hope my friends will not read. I have not "had time to do justice to myself in that particular.

"It gives me great pleasure to hear of our Irish "and English friends, and when you write, I beg to "be mentioned to them in terms of warm and grate- "ful respect. I shall not fail to read the "Colle- "gians. A 'County Limerick Man,' is to me a "great recommendation.

"Our situation here is irksome to the most pain- "ful degree. Old ultra Federalists, *now* new ultra "Jacobins, are tearing down all that is valuable and "venerable in our institutions.

"Yours, faithfully, J. R. of R."

Mr. Randolph went to Russia and England the next year, and during his absence I received but one letter from him in London, which does not contain any matter of special interest.

No VII.

Mr. Randolph returned from England for the last time in the fall of 1831. I called upon him immedi- ately after his arrival, and was very much shocked at his emaciated appearance. In reply to my ques- tion about his health, he said, in a melancholy tone of voice—"Ah, sir, I am going at last; the machine "is worn out—nature is exhausted, and I have tried "in vain to restore her!" He then changed the conversation, and spoke with his usual animation of his late visit to England, and touched slightly upon his short sojourn at St. Petersburgh. He told me that his faithful Juba had a regular attack of *yellow fever* at the latter city, which induced him to hurry away the sooner!—besides which, there was no busi- ness of importance to detain him there, and his own health was bad.

"Well, Mr. Randolph," said I, "*great* events "have occurred in Europe, since you left us!" "Yes "sir," replied he, in his most sarcastic manner, "*great* events have occurred *abroad*, and *very small* "ones at home! They sent me the Washington pa- "pers, containing the letters, but I could not read "them. I blushed for my country. The affair *told* "badly in Europe, sir!"

I asked him whether he had attended the debates on the Reform Bill. He replied in the affirmative. I then inquired whom he considered the greatest orator in the House of Commons. "Your country- "man, O'Connell, sir, by all odds; he is a Giant "among Pigmies!" He then remarked what a dearth of good speakers there was in England, com- pared with the days of Fox, Burke, Sheridan, Pitt, &c.

I asked him whether the reports which were then received relative to the dangerous state of the King's health were true. He replied, "They are all d—d "Tory lies, sir; he was in excellent health when I "left London. I had the honor of breakfasting un- "der a tent with his Majesty, at the opening of the "New Bridge, a short time ago, and he appeared to "be as likely to live as any of the company—a much "better life than myself, sir!"

After spending an hour or two most agreeably with him, during which we talked of every thing and every body, I took my leave, under the impression that I had seen him for the last time; which has pro- ved too true, though his death was more remote then than I had imagined it to be. He was so feeble, and had such a dreadfully severe cough, I really almost expected to hear of his decease on the road, before he reached Virginia!

It is stated in the newspapers that he has made his slaves free by will, which I dare say will be found true, as he has frequently told me that he was a de- cided enmey to slavery in the abstract, and that he would have emancipated his slaves long ago, if he could have felt convinced that they would have been as happy and as comfortable elsewhere as they were at Roanoke.

I have often heard from other persons that he was a kind and affectionate master, and did every thing in his power to make his slaves happy.

As he has now passed away for ever from "the "field of his glory," let us hope that the mantle of charity will be extended to his memory. Those who were warmly opposed to him, should now recollect that he is no longer present to reply to their attacks, and that "to err is human, to forgive divine."

No matter what difference of opinion there may be as to his political course, there can be none as to his extraordinary talents; on this ground, therefore, all parties can unite in paying the tribute of respect to departed greatness.

Those who have heard his most facinating elo- quence can never forget him; and it is only by them that the preceding anecdotes will be appreciated. His *manner* of speaking was so perfectly original, it always gave point to the most simple expressions, which, when merely *read*, may not appear very strik- ing to those who did not know him.

His personal friends will faithfully cherish the re- membrance of his friendship; and his native State, "old Virginia," will not forget that in John Randolph of Roanoke she has lost one of her brightest orna- ments and most devoted children! Peace be to his ashes! may they rest undisturbed beneath his "pa- trimonial oaks!"

POETRY.

[For the New York American.]

TAM O' SHANTER.

Two laughing Statues are from Scotland brought,
The works of Nature's child—by Art untaught:—
Yet tho' untaught their sculptor—time must end,
Before the Cobler and his tipsey friend,
Losing their power to please, neglected lie,
And cease, *unseen*, to charm the public eye.
These statues no mute body's image give,
The mind they represent—they breathe! they live!
Voiceless they magnify the sculptor's name,
And give *him*, grent Praxiteles, *thy* fame.
Nature's strange power our senses so beguile,
We hear the Cobler's joke, and see his smile;
We hear his friend's applause, and hearty laugh,
And see them both the inspiring tankard quaff.
Genius made Souter Johnny's cap and clothes,
And made not *Genius* Tam O' Shanter's hose?
More honest praises Tam O' Shanter's hallow,
And Souter Johnny's queerest stories follow,
Than Critics give the Venus and Apollo.
To give eternity to honest mirth,
To give to smiles and jokes a second birth,
Scenes to recall, long past, with magic art
To banish care from each spectator's heart;
At Comedy's gay feast a smiling guest
Will be the sculptor's praise, his prized bequest,
As long as Souter Johnny sits and smiles,
As long as Tam O' Shanter care beguiles.
Did e'er in Greece, or Rome, such statues shine,
Or in Canova's school, or Chantrey's thine?
Swift-footed Fame would *not* from Scotland run,
To spread the praise of Nature's gifted son.
Auld Ayre! if thy sweet town all towns surpasses,
As much for honest men, as buxom lasses,
Long mayest thou boast, mother of mighty men!
A chisel famous, as thy Poet's pen!

[*From the London Athenæum.*]

THE WIND IN THE WOODS.

'Tis a pleasant sight on a vernal day,
When shadow and sun divide the heaven,
To watch the south wind wake up for play:—
Not on the sea where ships are riven,—
Not on the mountain, 'mid rain and storm,
But when earth is sunny and green and warm,
O woodland wind, how I love to see
Thy beautiful strength in the forest tree!

Lord of the oak, that seems lord of the wild,
Thou art shaking his crown and thousand arms
With the ease of a spirit, the glee of a child,
And the pride of a woman who knows her charms;
And the poplar bends like a merchant's mast,
His leaves, though they fall not, are fluttering fast:
And the beach, and the lime, and the ash-crowned hill,
Stirs to its core at thy wandering will.

The pines that uprear themselves dark and tall,
Black knights of the forest so stately and old,
They must bow their heads when they hear thy call,
Aye, bow like the lily, those Norsemen bold;
And every tree of the field or bower,
Or single in strength, or many in power,
Quiver and thrill from the leaf to the stem,
For the unseen wind is master of them!

It is a gallant play, for the sun is bright,
And the rivulet sings a merrier song;
The grain in the meadow waves dark and light
As the trees fling shade, or the breeze is strong.
And over the hills, whether rocky or green,
Troops of the noon day ghosts are seen;
The lovely shadows of lovelier clouds,
With the gloom of the mountains amongst their crowds.

The birds as they fly scarce use their wings,
They are borne upon those of the wind to-day;
And their plumes are ruffled, like all green things,
And flowers, and streams, by his noisy play;
One hour—and valley, and wood, and hill,
May be sleeping and shining all bright and still;
Not a wave, not a leaf, not a spray in motion,
Of all which now looks like a vernal ocean,—
Beautiful this;—yet I love to see
Thy strength, O wind, in the forest tree!

METEOROLOGICAL RECORD, KEPT IN THE CITY OF NEW-YORK.

For the Week ending Monday, June 24, 1833, inclusive.

Communicated for the American Railroad Journal and Advocate of Internal Improvements.

Date.	Hours.	Thermometr.	Barometer.	Winds.	Strength of Wind.	Clouds from what direction.	Weather.
June 18	6 a. m.	61	30·07	NNE—NE	moderate		fair
	10	66	30·15	ENE		NW / NE / NW / ENE / SW / ENE	
	2 p. m.	72	30·18	S—SSE			
	6	67	30·15	SSE			
	10	62	30·20	WSW	light		
" 19	6 a. m.	60	30·20	..		NW / SW / NW	
	10	66	30·21	S—SSE	moderate		
	2 p. m.	73	30·18	SSE			
	6	67	30·12	ESE	fresh		cloudy
	10	66	30·15	SSE			—rainy
" 20	6 a. m.	65	30·09		moderate		rainy
	10	68	30·09				cloudy
	2 p. m.	71	30·10				
	6	69	30·09				
	10	68	30·09				
" 21	6 a. m.	67	30·09				
	10	65	30·07	S by E			rain
	2 p. m.	67	30·07				—rainy
	6	68	30·07				
	10	68	30·01	N			
" 22	6 a. m.	65	29·98				
	10	70	29·99	NNW			
	2 p. m.	70	29·98				
	6	74	29·97				
	10	70	29·97				
" 23	6 a. m.	68	29·95	NW	light		
	10	76	29·96	W			
	2 p. m.	81	29·94				
	6	76	29·93				
	10	70	29·89	E			
" 24	6 a. m.	68	29·89	ESE	moderate		
	10	65	29·90				
	2 p. m.	67	29·90				
	6	69	29·72				
	10	67	29·70				—heavy rain

Average temperature of the week, 69°.00.